MAY RANCH

REVISED SPECIFIC PLAN/ SUPPLEMENTAL EIR

FLORIAN MARTINEZ ASSOCIATES

May Ranch

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SCH88012503
AUGUST 5, 1988

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1.0 SUMMARY

1.1 SPECIFIC PLAN SUMMARY

1.1.1 THE PROJECT

The May Ranch Specific Plan is a proposal for a planned community situated on an approximately 744-acre site located south and southwest of the Ramona Expressway and east of the Perris Valley Storm Drain Channel in the City of Perris. Rider Street and the Colorado River Aqueduct each bisect the site in an east-west alignment. The site was annexed to the City of Perris in two phases in 1987 and 1988.

The proposed community plan includes 3,508 single family detached homes and 375 multi-family homes for a total of 3,883 residential dwelling units with an overall density of five DU/AC on approximately 744 acres. The following table identifies the proposed land uses and distributions:

Land Use	Acres	DU/Acre	Dwelling Units
- Single-Family Dwellings			
R-10,000	30	3.20	97
R- 7,000	107	4.00	428
R- 5,400	150	5.50	829
R- 5,000	108	6.00	648
R- 4,500	106	7.00	749
R- 4,000	100	7.50	757
- Multi-Family	25	15.00	375
- Commercial	77		
- Public Parks	27		
- Linear Park	14		
TOTAL	**744**	**5.20**	**3,883**

1.1.2 COMMUNITY LOCATION

The Specific Plan site is situated along the southern side of the Ramona Expressway in the northeasterly portion of the City of Perris. It is approximately two miles east of Interstate 215, immediately southwest of Lake Perris, and approximately three miles northeast of the City of Perris "Old Town" Civic Center and Business District.

The project site is illustrated in both Regional and Local Context on Figures 1 and 2, respectively. Figure 3 graphically depicts the plan boundaries.

1.1.3 MARKET CHARACTERISTICS

The May Ranch Planned Community will be completed in at least four primary phases with multiple residential products comprising each phase. The diversity of product types is intended to stimulate the creation of a homogeneous community for the young, established, first-time home buyers, move-up buyers, larger families, and singles. Target home prices are intended to start in the low $80,000s to mid $100,000s.

Research indicates a strong market preference for conventional single-family detached units on regularly-shaped subdivision lots, but without private community centers, private recreational facilities, private streets, and common open space. Thus, no master or tract-level homeowner associations are proposed. A lighting and landscaping assessment district will be formed to assure the continuous care of streetscapes, street furniture, public parks, and a linear greenbelt trail/view corridor.

Under current marketing strategies and private lending policies, it is anticipated that residential buildout will be achieved within approximately ten years. Population growth in the area is not expected to be sufficient to support commercial development for at least four years.

1.1.4 DESIGN OBJECTIVES

The primary challenge of design is to create a unique community from the topographically uniform site through the use of contemporary urban design techniques. Methods which typically contribute to such objectives include:

- roadway realignments to create a continually varying streetscape and geographical orientation;
- creating high-image visual elements along arterials and backbone roadways;
- varying roadway widths to create a hierarchy of design and function; and
- developing entry themes to create a sense of "community" and arrival at a destination.

The May Ranch Specific Plan has been designed to establish neighborhood enclaves with views to both the San Bernardino and San Gorgonio Mountains and to the plains of the extensive Perris Valley. Accessible within May Ranch are public parks, community shopping facilities, and access to adjacent regional recreation facilities all linked by sidewalks and public streets.

REGIONAL SETTING

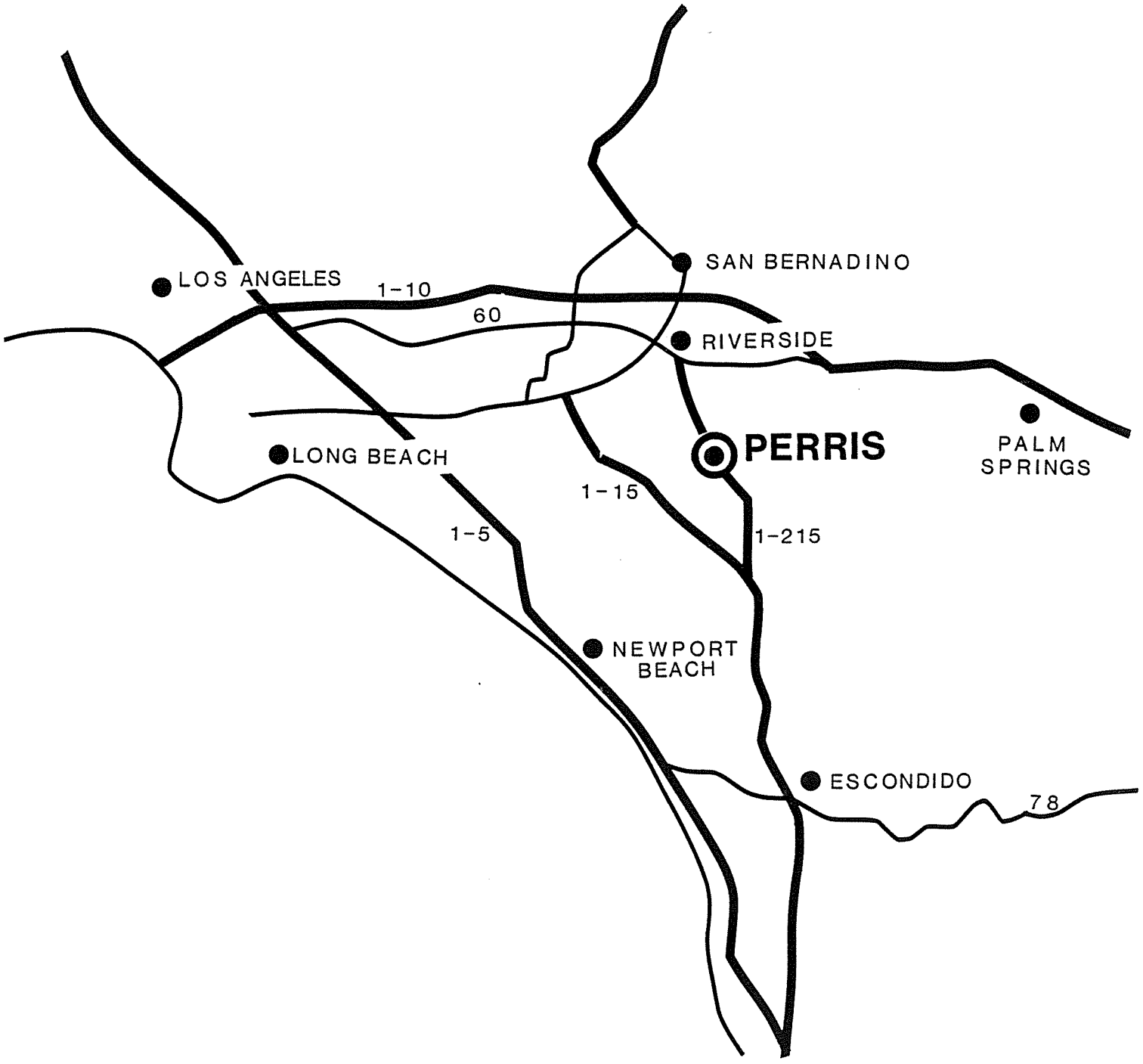


FIGURE: 1

FLORIAN MARTINEZ ASSOCIATES NOT TO SCALE

May Ranch

LOCAL SETTING

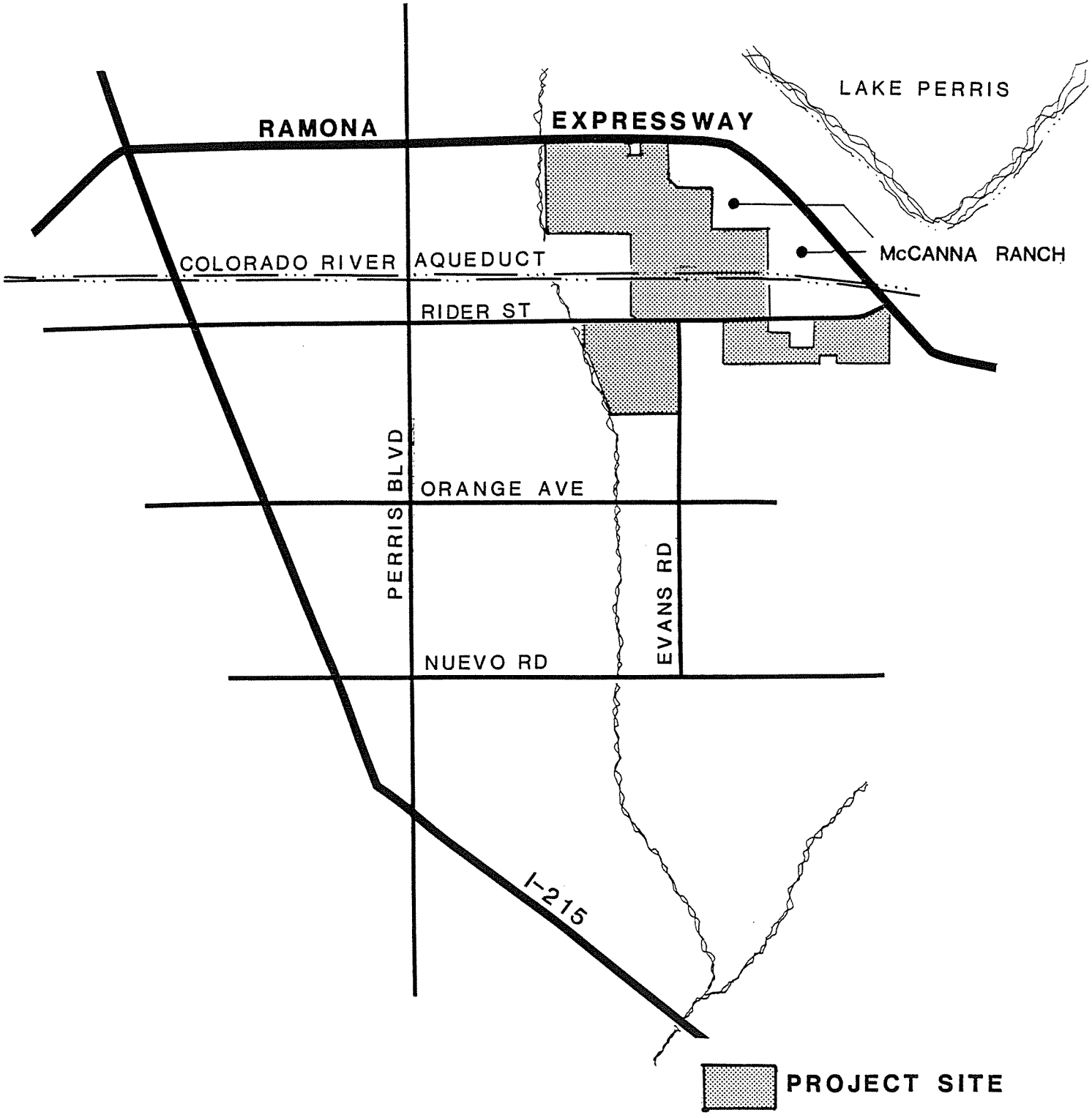


FIGURE: 2

NOT TO SCALE

May Ranch

SITE LOCATION

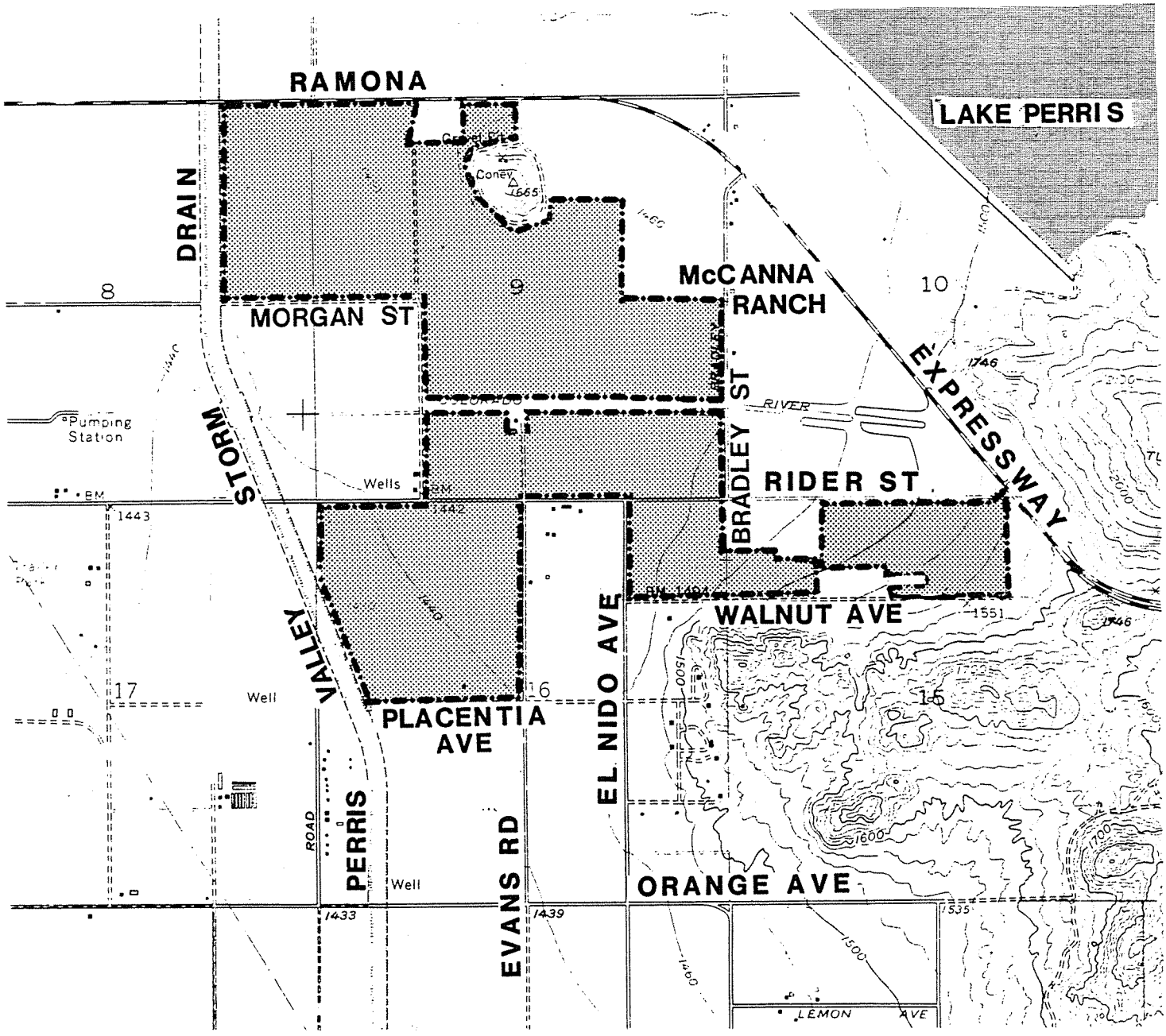


FIGURE: 3

NOT TO SCALE

FLORIAN MARTINEZ ASSOCIATES

May Ranch

1.1.5 PLAN PROCESSING

The May Ranch site, located within the City of Perris, is largely comprised of agricultural land uses. The current zoning for the property is Agriculture. The Land Use Element of the General Plan is in policy form, similar to that of the County of Riverside, and provides for a continuation of agriculture, open space, and flood plain uses unless amended. The instrument to institute such a change is the subject Specific Plan prepared in form, format, and technical detail consistent with the State of California Government Code and Guidelines, County of Riverside Policy, and City of Perris procedures.

The May Ranch Specific Plan is intended to achieve a General Plan Amendment and establish zoning powers for the subject property. The Specific Plan must be reviewed and acted upon in advertised public hearings before both the City of Perris Planning Commission and City Council. The Specific Plan (SP) complies with the provisions of the California Environmental Quality Act (CEQA) and a Draft Environmental Impact Report (DEIR) has been prepared in conjunction with the Specific Plan in a combined document (June 22, 1988; SCH88012503). This, too, is subject to public review and comment prior to any legislative action on the Specific Plan document. The SP/DEIR incorporates by reference the previous Final Environmental Impact Report for the adjacent McCanna Ranch property, State Office of Planning and Research Number SCH87011910, including all comments and responses therein.

However, due to land use and statistical area revisions within the original May Ranch SP/DEIR, a revised Specific Plan has been prepared and included herein. This document incorporates all updated information as well as comments received by the City of Perris on the original May Ranch Specific Plan. In compliance with the provisions of Section 15163 of the California Environmental Quality Act, a Supplemental EIR has been incorporated with the revised Specific Plan to address only those sections that have associated changes in impact and/or mitigation measures due to the revisions in the May Ranch Land Use Summary. The Environmental Impact Report Summary within Section 1.2 of this document presents a summary of the appropriate environmental analyses for the Supplemental EIR.

Comments and appropriate responses received as a result of public review on the original May Ranch Draft EIR have been included as an Appendix to that document. A copy of the original May Ranch Draft Specific Plan/EIR is available for review at the City of Perris, 100 North "D" Street, Perris, CA 92370.

1.2 SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT SUMMARY

Within the Draft EIR prepared for the original May Ranch Specific Plan, the Environmental Impact Report Summary presented highlights of the current conditions of the project site (Setting), the impact of the proposed development (Impacts), and the mitigation measures necessary to reduce or eliminate the identified impacts (Mitigation).

As a result of project modifications to the original May Ranch Specific Plan, the following section represents a brief summary of the environmental analyses contained in Section 4.2 herein. The analyses within Section 4.2 includes only those environmental topics that have changes in impacts and/or mitigation as a result of the changes between the original and revised Specific Plan. Therefore, the following environmental topics are summarized below: Air Quality, Noise, Land Use, Population and Housing, Traffic and Circulation, Natural and Energy Resources, and Public Facilities and Services. It was determined that the changes in the May Ranch land use data did not effect impacts or mitigation associated with the project's Earth Resources, Hydrology/Water Quality, and Biotic Resources. It should also be noted that the settings for all environmental topics remained unchanged.

1.2.1 AIR QUALITY

a. Setting

The project site is located in the South Coast Air Basin which, jurisdictionally, is the responsibility of the South Coast Air Quality Management District (SCAQMD). Air quality data indicates that ozone is the air pollutant of primary concern in the project area. The ozone standard is exceeded over one out of every three days in the area. All areas of the air basin contribute to ozone levels experienced at Perris.

b. Impacts

Temporary air pollution impacts will result from project construction activities. Approximately 164 tons of dust per year could be generated by grading activities over the buildout period. Construction equipment emissions occur only during periods of equipment use. During those periods, emissions will amount to approximately 35 pounds per day (PPD) of carbon monoxide, 149 PPD of nitrogen oxides, 15 PPD of hydrocarbons, 11 PPD of sulfur oxides and approximately 10 PPD of particulates.

Long-term air emissions will result from traffic generated by the project. Estimated ultimate emissions are 5.18 tons per day (TPD) of carbon monoxide, 0.93 TPD of nitrogen oxides, negligible sulfur oxides, 0.23 TPD of particulates, and 0.45 TPD of hydrocarbons. Though no significant regional air quality impacts will occur, the project will contribute to already high ambient levels of air pollutants in the area.

c. Mitigation

All mitigation measures from that identified in the original Specific Plan/Draft EIR are applicable to the revised project to reduce air quality impacts. The project will comply with all requirements of the SCAQMD. An additional measure to mitigate air emissions impact is for the City to impose air impact or regional traffic impact fees as a method of promoting ride-sharing and the use of public transportation.

1.2.2 NOISE

a. Setting

Due to the very low traffic levels in the area, vehicular noise is presently not a significant factor in the site environment. The western boundary of the project site is adjacent to the 65 CNEL contour for flight operations at March Air Force Base. Aircraft noise levels on the site range from 50 to 65 CNEL.

b. Impacts

Potential noise impacts may arise from construction activities ind traffic impacts on surrounding land uses. Construction noise can be a nuisance to surrounding land uses. Noise levels generated by project generated traffic will be significant on Ramona Expressway, Rider Street, Center Street and potentially Perris Boulevard. No impacts are expected from March AFB flight operations.

c. Mitigation

The original May Ranch Draft EIR identified noise mitigation measures for the project site; as such, no additional mitigation is required as a result of the project modifications. Detailed noise studies will be required prior to final recordation of a map. These studies will delineate appropriate design measures to mitigate noise impacts from traffic.

1.2.3 LAND USE

a. Setting

The entire property consists of farmland, with active production of alfalfa, sheep, and non-irrigated grains. A portion of the site is fallow. Prior agricultural uses may have included cattle grazing, potatoes, and sugar beets. There are no structures on site. The current zoning for the property is Agriculture.

The site soils are characteristic of productive farmlands. Class I and II soils predominate. Williamson Act contracts were not renewed in September of 1978 and expired in January 1988.

b. Impacts

Project approval will initiate a phased conversion of land use from agriculture to urbanized uses consisting of residential, commercial and parks. Agricultural uses will be eliminated and arable soils will be removed from production, which is considered a significant adverse impact. Development would occur at a more intense level than is presently allowed under site zoning. The project could encourage surrounding undeveloped or agricultural lands to urbanize.

c. Mitigation

The proposed Specific Plan provides a regulatory framework from which zoning and planning goals for the property can be achieved. Agricultural uses within the City of Perris may be prolonged through implementation of right-to-farm ordinances or agricultural easements. No additional mitigation measures are proposed.

1.2.4 POPULATION AND HOUSING

a. Setting

The 1987 estimated population for the City of Perris was 11,250 persons, an increase of 36 percent from 1984 population. Projected 1989 population is projected to be 14,606 persons.

b. Impacts

Implementation of the proposed project will increase the City's single-family dwelling inventory by 3,508 and the multi-family inventory by 375 units. Projected population from the residential development is estimated at 10,678 persons at full buildout (1999) based on 2.75 persons per household. The project will account for a 21 percent of the anticipated 1999 city population of 50,438 persons, which represents a two percent increase from the original May Ranch Specific Plan. The City of Perris reports that it may soon exceed SCAG Modified Growth rates for the area, however, SCAG and the City are presently working to revise the regional population estimate.

c. Mitigation

Mitigation for growth of population is addressed within the original May Ranch Draft EIR as appropriate; no significant adverse impact of population growth is identified.

1.2.5 TRAFFIC AND CIRCULATION

a. Setting

Regional access to and from the project site is provided via I-215, Ramona Expressway, and Perris Boulevard. Local circulation to and from the project site will be provided by Rider Street, Bradley Road to Ramona Expressway and Center Street.

b. Impacts

The project will increase traffic volumes on local roadways in the vicinity of the site. The project will generate approximately 83,587 trips per day based on the revised acreages and land use designation. It was determined in the revised traffic analysis that distribution and assignment of the project's trip making characteristics to/from the project will affect traffic at the following intersections: Ramona at Murrieta, Murrieta at Dawes, Center at Loop Road, Rider at Center, and Placentia at Evans. Assuming that 15 percent of the trips are internal, the external trip generation for the project is approximately 71,049 trips per day.

c. Mitigation

Various improvements to the local circulation system will be required as a result of the project and other growth occurring in the City. All mitigation measures included in the original May Ranch Draft Specific Plan/EIR are applicable and no new mitigation is proposed as a result of the project modifications.

1.2.6 NATURAL AND ENERGY RESOURCES

a. Setting

No significant amounts of natural resources or energy are presently utilized on the site.

b. Impacts

Development of the project will utilize nonrenewable energy resources on a short-term basis during construction and will consume additional resources over the long-term.

c. Mitigation

Based upon the project modifications from the original May Ranch Specific Plan/Draft EIR, no additional mitigation other than the provision that states that the use of natural gas and energy shall be reduced by implementing a range of measures pursuant to California Residential Energy Standards and good engineering practice shall be required.

1.2.7 PUBLIC FACILITIES AND SERVICES

a. Police and Fire Protection

(1) Setting

Fire protection to the project site is currently provided by the Riverside County Fire Department. This site is currently within the jurisdiction of the City of Perris Police Department. The City is served now by one Station for the entire 12,000 population without extreme difficulty. A study of public facility needs is being prepared for the City under separate cover and is not available at this time. County of Riverside design criteria suggests one fire station per 3,200 residential dwellings.

(2) Impacts

Considering a total of 3,883 residential units, the project could require one fire station and engine company. Additional city police services will be required. Approximately 16 officers and 9 administrative support personnel for the police department could be needed.

(3) Mitigation

The project applicant will be required to make an agreement with the City detailing how the project intends to meet City fire protection requirements if a need is determined by the forthcoming fiscal/public facilities study. It is likely that the need for a fire station on-site will be obviated by a station proposed at the intersection of Placentia and Redlands as referenced in the McCanna Ranch Specific Plan. The increased need for police officers, personnel and equipment is expected to be provided through expenditures from the City General Fund.

b. Water and Sewer Service

(1) Setting

The project site is within the water and sewer service area of the Eastern Municipal Water District. Water service is provided to the site, however, no sewers presently serve the area.

(2) Impacts

The project will create a demand for 2.14 million gallons per day of water and 1.07 million gallons of sewage treatment capacity. The Eastern Municipal Water District can provide service to the site.

(3) Mitigation

No additional mitigation is required to mitigate water and sewer impacts as assurances for provision of adequate water and sewer service is required prior to subdivision approval. Fees will be assessed to the project for connection to the water and sewer system. Water conservation measures, including use of reclaimed water for irrigation, should be implemented.

c. Schools

(1) Setting

The project site is located in the Perris Union High School District and the Val Verde Elementary School District. Both districts are operating under conditions of impaction.

(2) Impacts

The project will generate approximately 1,319 K-5 students; 5,182 6-8 grade students; and 582 9-12 students.

(3) Mitigation

Both school districts have a developers fee which is required to be paid before building permits are taken out. These fees are $1.50 per square foot for residential areas and $0.25 per square foot of commercial building area.

d. Parks and Recreation

(1) Setting

The project is located immediately south of the Lake Perris Recreation Area. An estimated 2,000,000 visitors utilize Lake Perris annually. Additional recreation opportunities in the City include approximately 655 acres of regional and community parks.

(2) Impacts

The additional residents attracted to the City by the project will generate additional demand for local and regional recreational facilities in the Perris Valley. Existing State law as stated within the Quimby Act permits a jurisdiction to assess a dedication requirement not to exceed 2 acres per 1,000 population for local or neighborhood park needs. The City of Perris exceeds State law by requiring 2 acres of park for every 100 dwelling units. The proposed project would require about 78 acres of dedicated park land. Within the project, the combination of 41 acres of land dedication and in-lieu fees for park development improvements is proposed to meet the City's park requirement.

(3) Mitigation

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. Final plans for each park within each phase will be required prior to recordation of the first final map within each phase of development.

e. Solid Waste

(1) Setting

The Mead Valley landfill is expected to operate until 1999 according to the Riverside County Solid Waste Management Plan. This landfill received an average of 275 tons of solid waste per day in 1986.

(2) Impacts

The project will generate an estimated 14.8 tons of waste per day by 1992, increasing to an ultimate 42.2 tons per day.

(3) Mitigation

The following measure is added to mitigate solid waste impacts:

To help reduce the quantities of solid wastes requiring disposal, the project should incorporate provisions for a local drop-off station for newspaper, glass, and metal at the planned commercial center.

f. Utilities

(1) Setting

Electrical service to the site is provided via existing Southern California Edison facilities. The Southern California Gas Company also provides service to the site.

(2) Impacts

The project will increase the demand for electricity and natural gas resources. At project buildout, approximately 24,920,195 cubic feet of natural gas and 23,612,523 kwh of electricity will be utilized for residential uses. THe commercial usage proposed will require an additional 1,945,390 cubic feet of natural gas and 7,915,723 kwh of electricity.

(3) Mitigation

The affected utility companies can provide assistance in selection of effective energy conservation techniques as well as assistance in infrastructure construction. No additional mitigation is proposed.

INTRODUCTION

May Ranch

2.0 INTRODUCTION

2.1 PURPOSE AND SCOPE OF REVISED SPECIFIC PLAN/SUPPLEMENTAL EIR

Section 15163 of the California Environmental Quality Act (CEQA) grants authority to a Responsible Agency to prepare a supplement to an EIR when minor changes or additions to a previously circulated Draft EIR are required to make the EIR adequate for the project as revised.

Following circulation of the original May Ranch Specific Plan/Draft EIR, the project applicant and City of Perris, as Responsible Agency, agreed to several land use changes which affect the overall land use pattern and statistical areas. As result, this Revised Specific Plan/Supplemental EIR addresses changes of total project acreage from 684 acres to 744 acres, an increase of 60 acres. Also, the total number of dwelling units has changed from 3,450 to 3,883, an increase of 433 residential units. It is important to note that these changes in land use, as detailed within Tables 2-1 and 2-2 below, do not result in an overall change in project density of five/DU per acre. Also worth noting, the Revised Specific Plan identifies residential zones in relation to a minimum average lot size (i.e., R-4,000 indicates an average minimum lot size of 4,000 square feet, etc.). The revised land use plan also incorporates the addition of minimum average 10,000 square foot lots within the southeast section of the project site and the reduction of commercial land uses by 23 acres.

TABLE 2-1

ORIGINAL DRAFT SPECIFIC PLAN/EIR DATED JUNE 2, 1988

Land Use	Acres	Dwelling Units
- Residential:		
R-4000 (medium high)	60	450
R-4050 (medium high)	134	1,006
R-4500 (medium)	140	980
R-5400 (medium)	119	654
R-7000 (low)	90	360
- Commercial	100	
- Community Parks	27	
- Linear Park	14	
TOTAL	684	3,450

TABLE 2-2

REVISED DRAFT SPECIFIC PLAN/SUPPLEMENTAL EIR

Land Use	Acres	DU/Acre	Dwelling Units
- Single-Family Dwellings			
R-10,000	30	3.20	97
R- 7,000	107	4.00	428
R- 5,400	150	5.50	829
R- 5,000	108	6.00	648
R- 4,500	106	7.00	749
R- 4,000	100	7.50	757
- Multi-Family	25	15.00	375
- Commercial	77		
- Community Parks	27		
- Linear Park	14		
TOTAL	**744**	**5.20**	**3,883**

The City of Perris, as responsible Agency, has determined the above changes to be minor in nature and has authorized circulation of this Revised Specific Plan and Supplemental EIR.

SPECIFIC PLAN

May Ranch

3.0 SPECIFIC PLAN

3.1 COMPREHENSIVE LAND USE PLAN

3.1.1 APPROACH

The Comprehensive Land Use Plan for the Revised Specific Plan for the May Ranch Planned Community proposes the development of approximately 3,508 single-family detached homes and 375 multi-family homes for a total of 3,883 residential dwelling units on 744 acres at a density of five DU/AC. The project provides the added opportunity for commercial development, public parks, a linear park, and supporting arterial roadways.

The entire community will be unified through its use of design consistency and coordinated entry statements, roadside hierarchy, architecture, and signage.

Figure 4 depicts the Comprehensive Land Use Plan and Table 3-1 below summarizes the project statistics by land use designation and planning area. The numbers that represent the residential zones for all single-family detached dwelling units correspond to minimum average lot sizes. The Land Use Plan represents a diversity of residential product types and is intended to stimulate the creation of a homogeneous community for the young, established, first-time home buyers, move-up buyers, larger families, and for singles all within a common community theme.

Within the May Ranch Planned Community are 27 planning areas comprising the residential, commercial and parks and open space uses. Residential uses include a majority of (20) different planning areas along with four (4) commercial planning areas and three (3) planning areas for parks. The maximum allowable number of dwelling units shall be as designated within the land use plans for each planning area (refer to Figures 5 through 30) except as may be modified as for the residential planning areas as follows:

> All areas designated for residential use may be developed at a lower number of dwelling units, without requiring a change in the PRD-Specific Plan zoning. The tabulation on the Land Use Exhibit reflects the total average density of each product type by zone. Actual densities in each planning area may vary above or below the average, based upon the size and shape of the individual planning area.

Planning area boundaries may be modified with the approval of the City Planner. The total number of dwelling units allowed within each planning area can exceed that allowed by the Specific Plan up to 10 percent as long as the cumulative total does not exceed the total number of single-family or multi-family units. This allows the transfer of dwelling units from one planning area to another, while controlling the total number of units allowed for the project. Such a transfer is contingent upon the master developer providing additional data to verify, prior to tentative map approval, that the infrastructure capacity will be adequate.

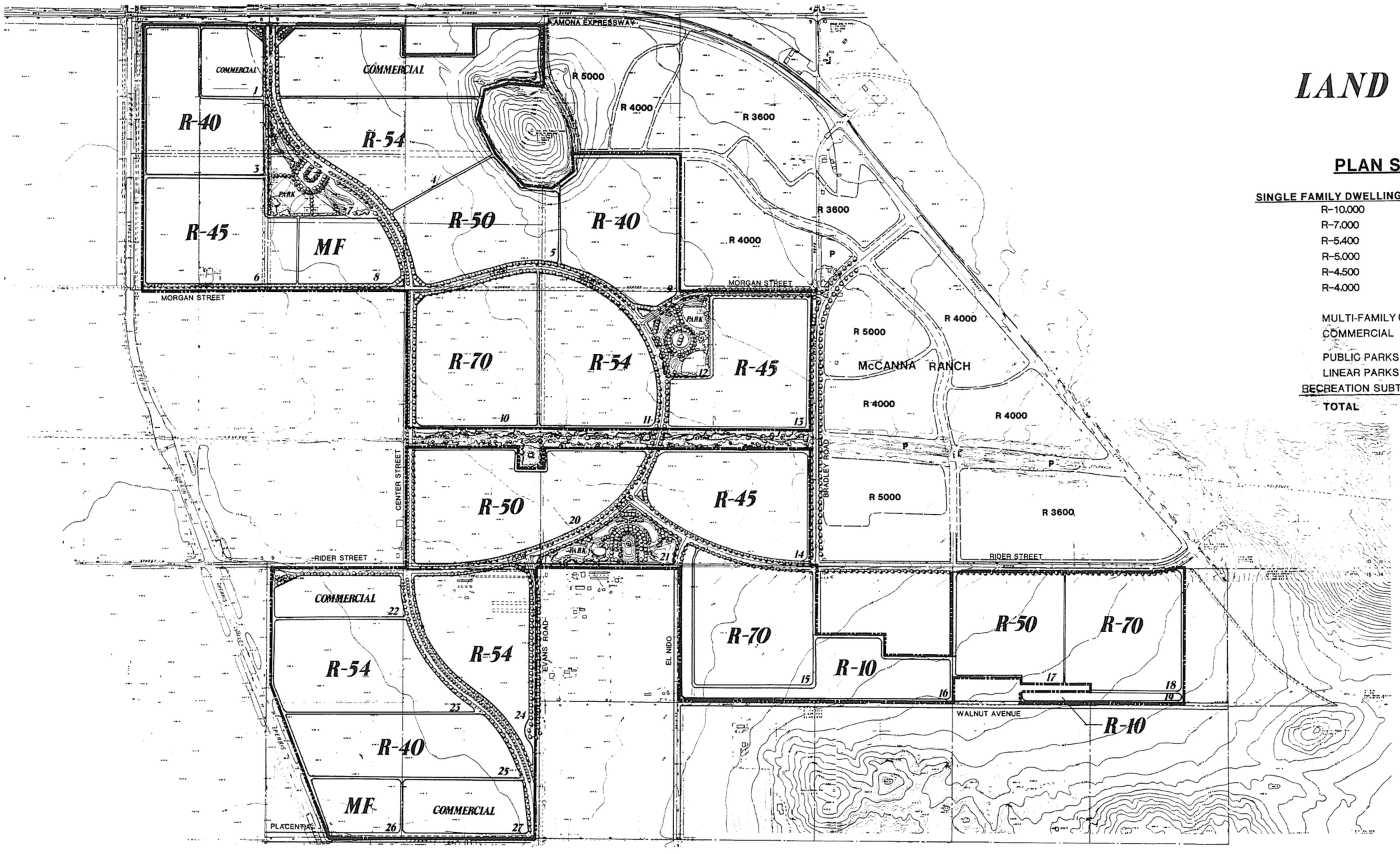
Conceptual access points are identified for each planning area within the Specific Plan. However, final access point locations will be determined at the time of tentative tract map submittal.

TABLE 3-1

SPECIFIC PLAN SUMMARY

Land Use	Planning Areas	Acres	DU/AC	Dwelling Units
RESIDENTIAL				
Single-Family				
R-10,000	16, 19	30	3.2	97
R- 7,000	10, 15, 18	107	4.0	428
R- 5,400	4, 11, 23, 24	150	5.5	829
R- 5,000	5, 17, 20	108	6.0	648
R- 4,500	6, 13, 14	106	7.0	749
R- 4,000	3, 9, 25	100	7.5	757
Multi-Family	8, 26	25	15.0	375
COMMERCIAL	1, 2, 22, 27	77		
PARKS AND OPEN SPACE				
Community Park #1	7	9		
Community Park #2	12	8		
Community Park #3	21	10		
Subtotal		27		
Linear Park		14		
TOTAL		744	5.2	3,883

LAND USE PLAN



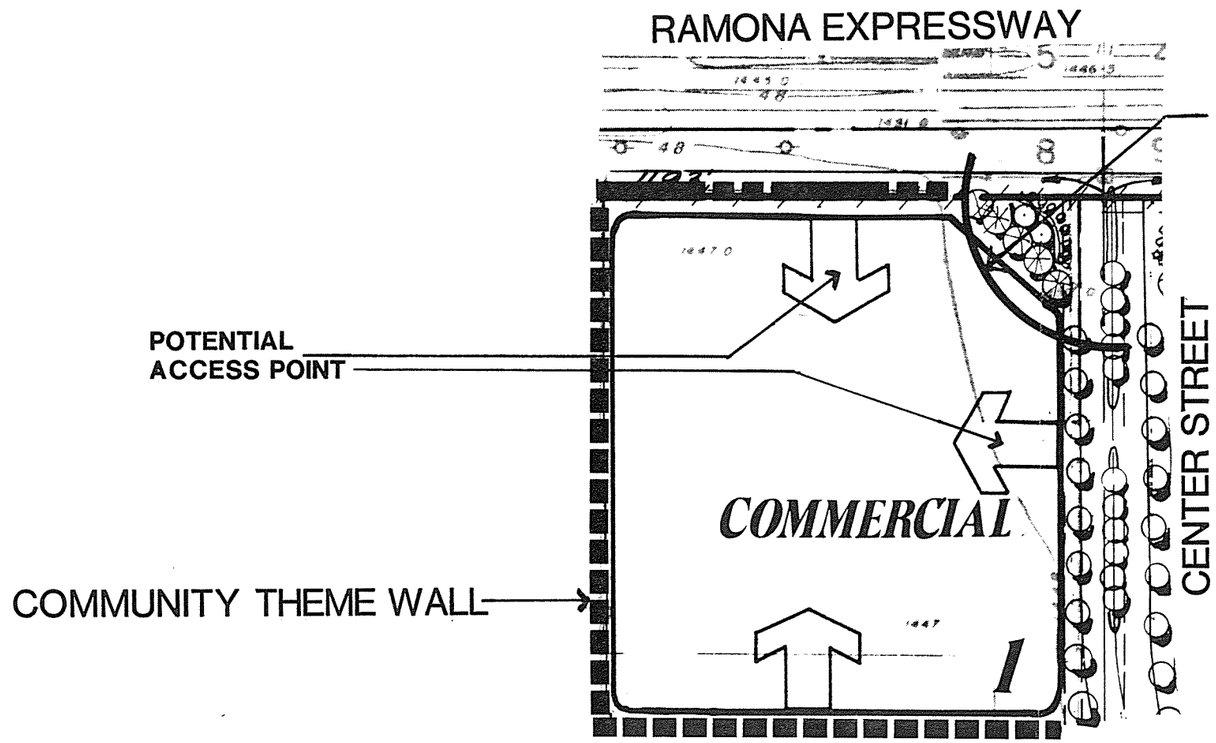
PLAN SUMMARY

SINGLE FAMILY DWELLINGS	ACRES	DU/AC	DU'S
R-10,000	30	3.2	97
R-7,000	107	4.0	428
R-5,400	150	5.5	829
R-5,000	108	6.0	648
R-4,500	106	7.0	749
R-4,000	100	7.5	757
MULTI-FAMILY (MF)	25	15	375
COMMERCIAL	77	—	—
PUBLIC PARKS	27	—	—
LINEAR PARKS	14	—	—
RECREATION SUBTOTAL	41		
TOTAL	**744**	**5.2**	**3,883**

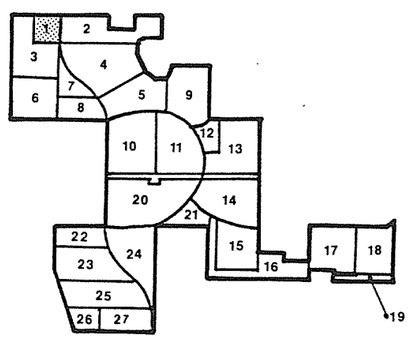
FIGURE 4

FLORIAN MARTINEZ ASSOCIATES

May Ranch



COMMERCIAL
10 AC



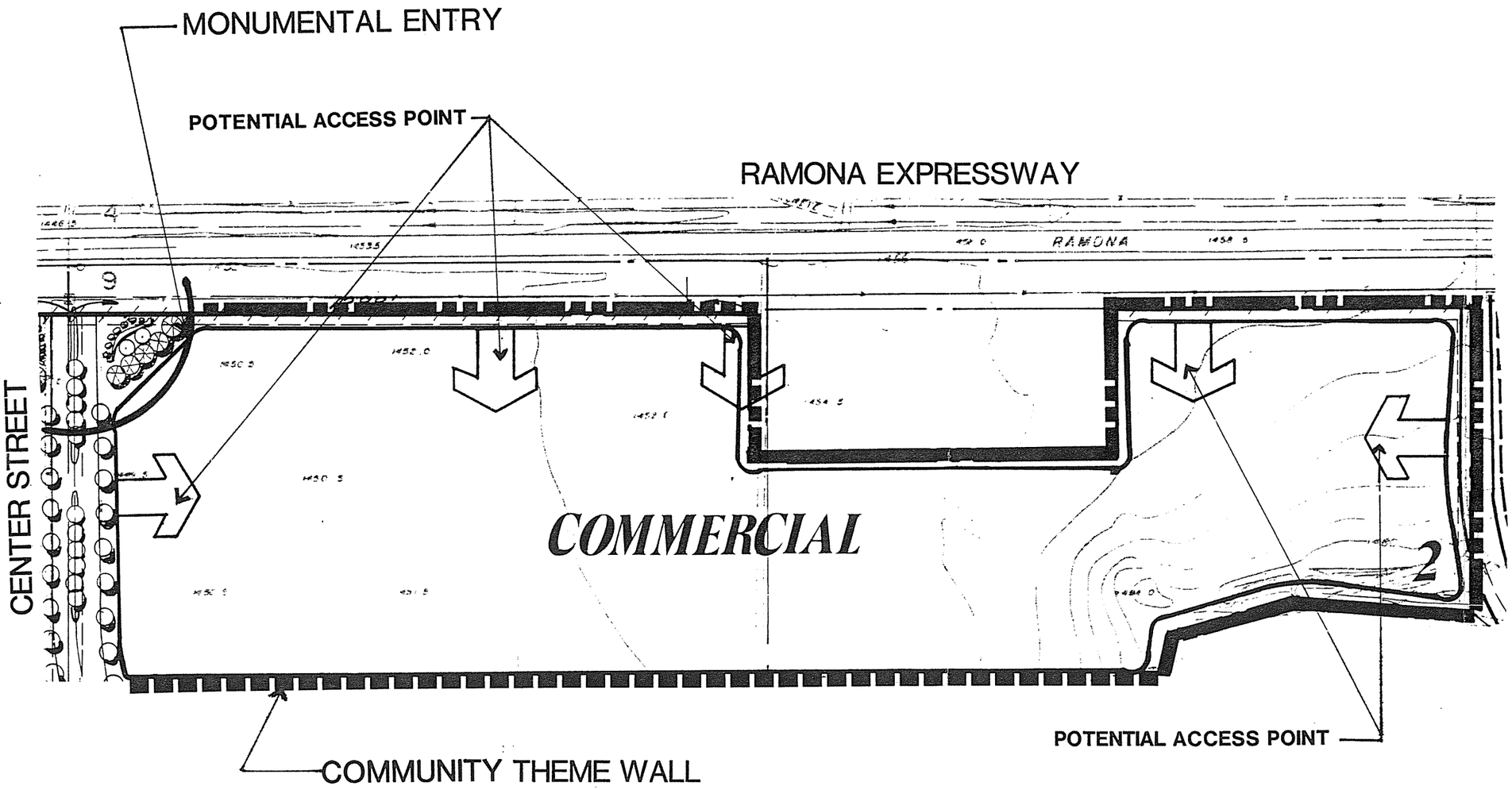
KEY MAP

FIGURE 5

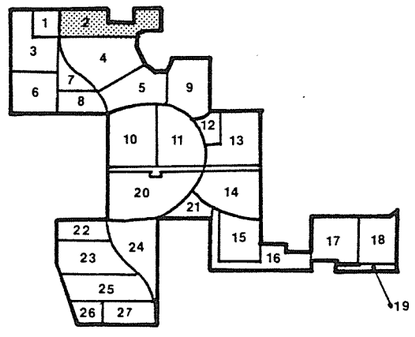
FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

May Ranch



COMMERCIAL
33 AC



KEY MAP

FIGURE 6

NOT TO SCALE

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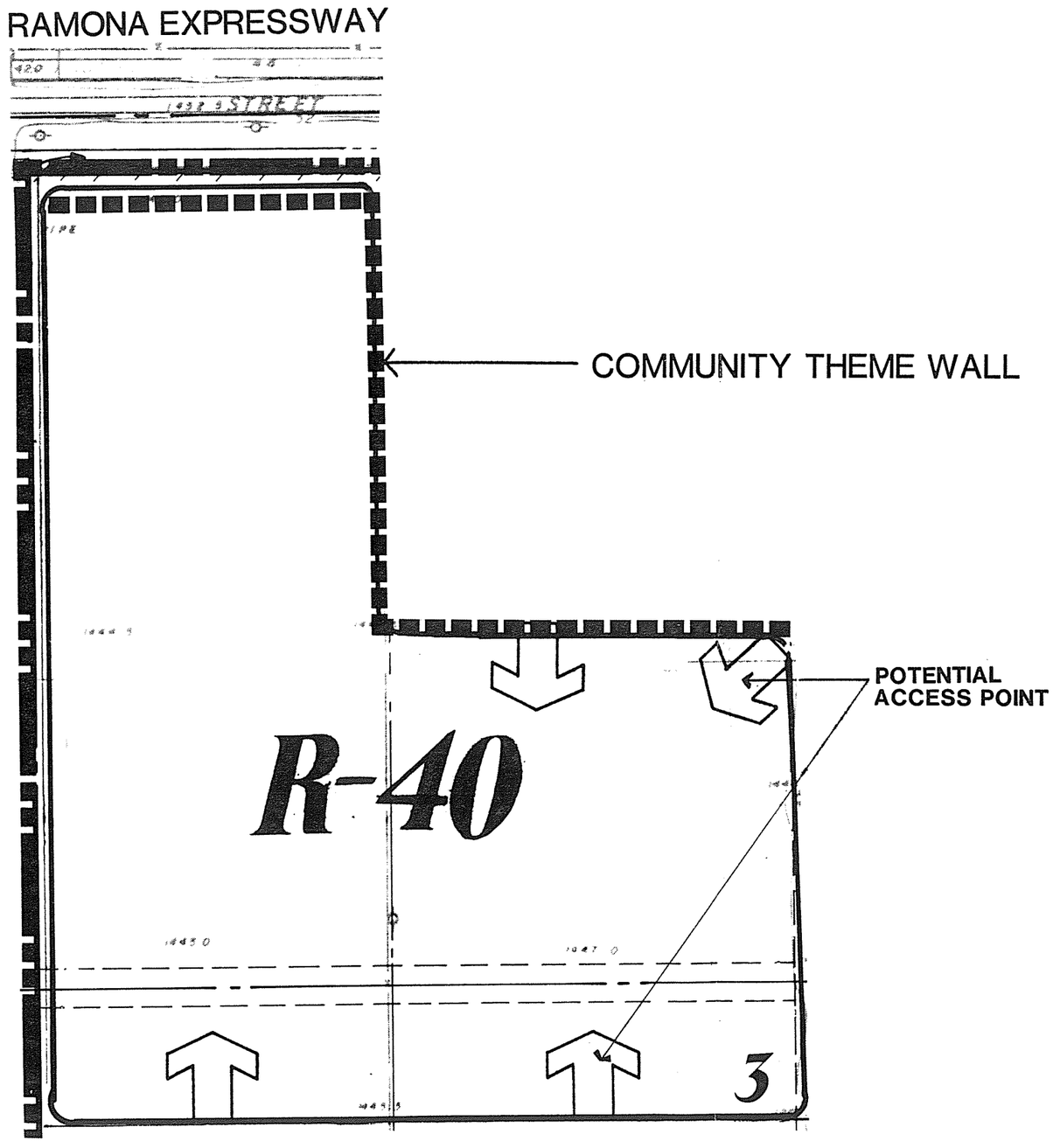
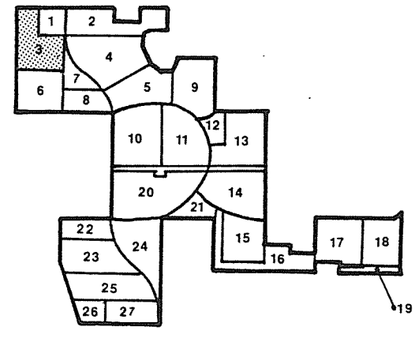
May Ranch

PLANNING AREA 3



R-4000
30 AC
225 DU
7.5 DU/AC



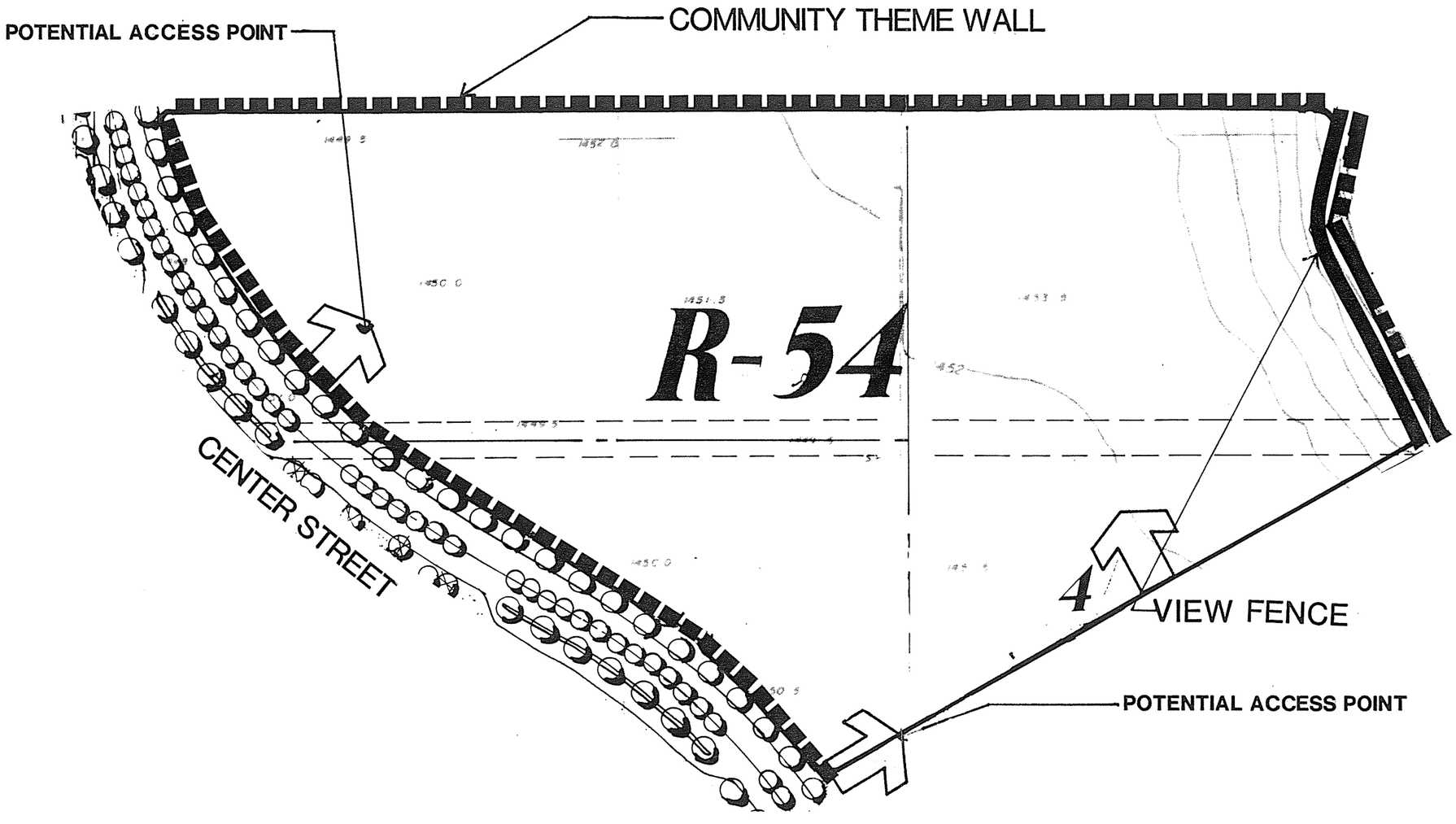
KEY MAP

FIGURE 7

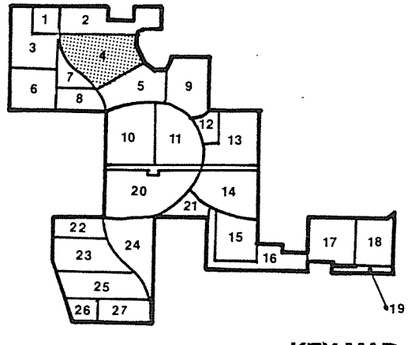
FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

May Ranch



R-5400
41 AC
231 DU
5.5 DU/AC



KEY MAP

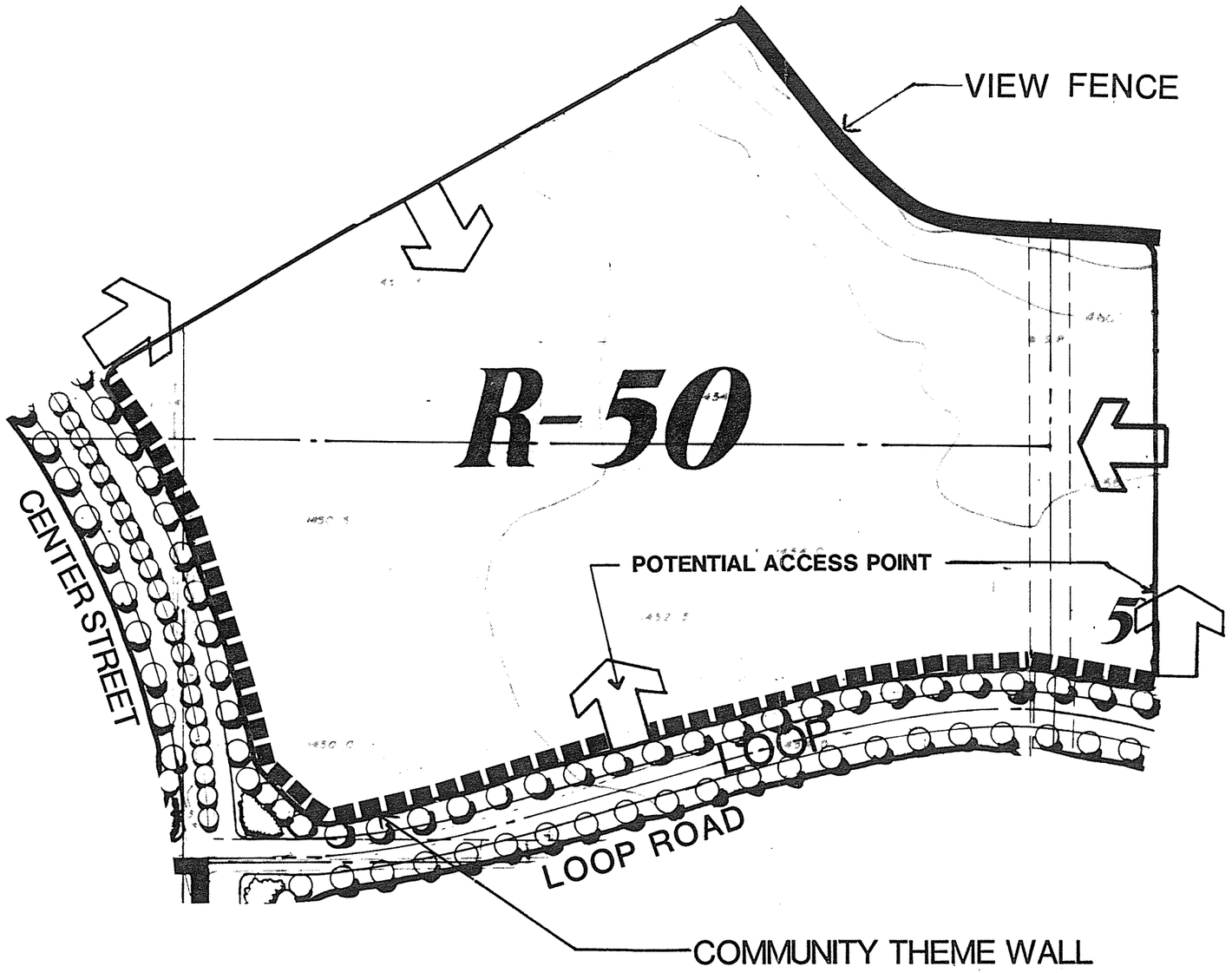
FIGURE 8

FLORIAN MARTINEZ ASSOCIATES

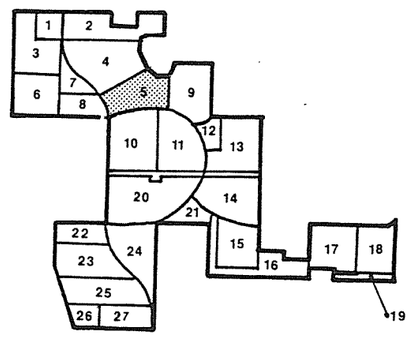
FEET 200' 400' 600'

May Ranch

PLANNING AREA 5



R-5000
33 AC
198 DU
6.0 DU/AC



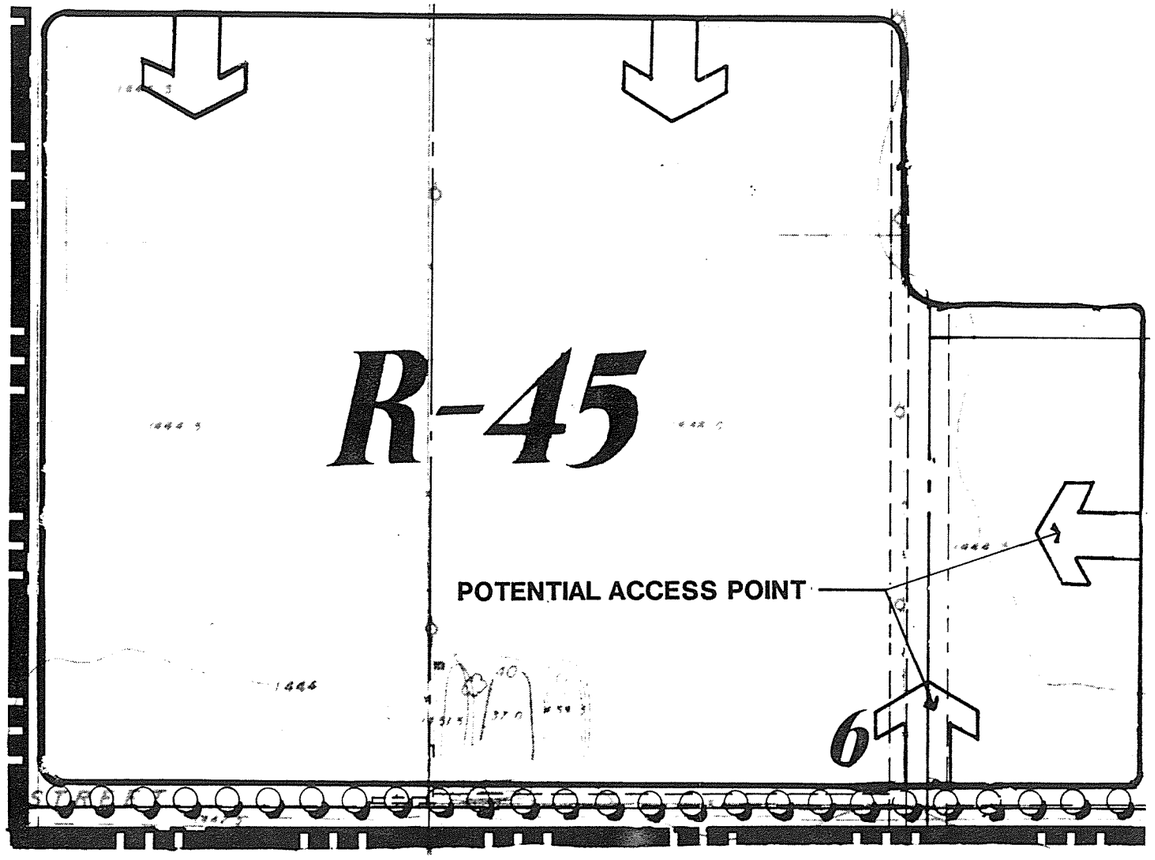
KEY MAP

FIGURE 9

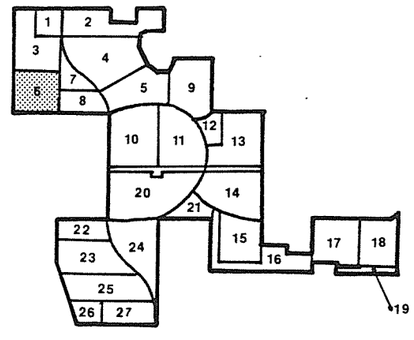
FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 800'

May Ranch



R-4500
30 AC
217 DU
7.0DU/AC



KEY MAP

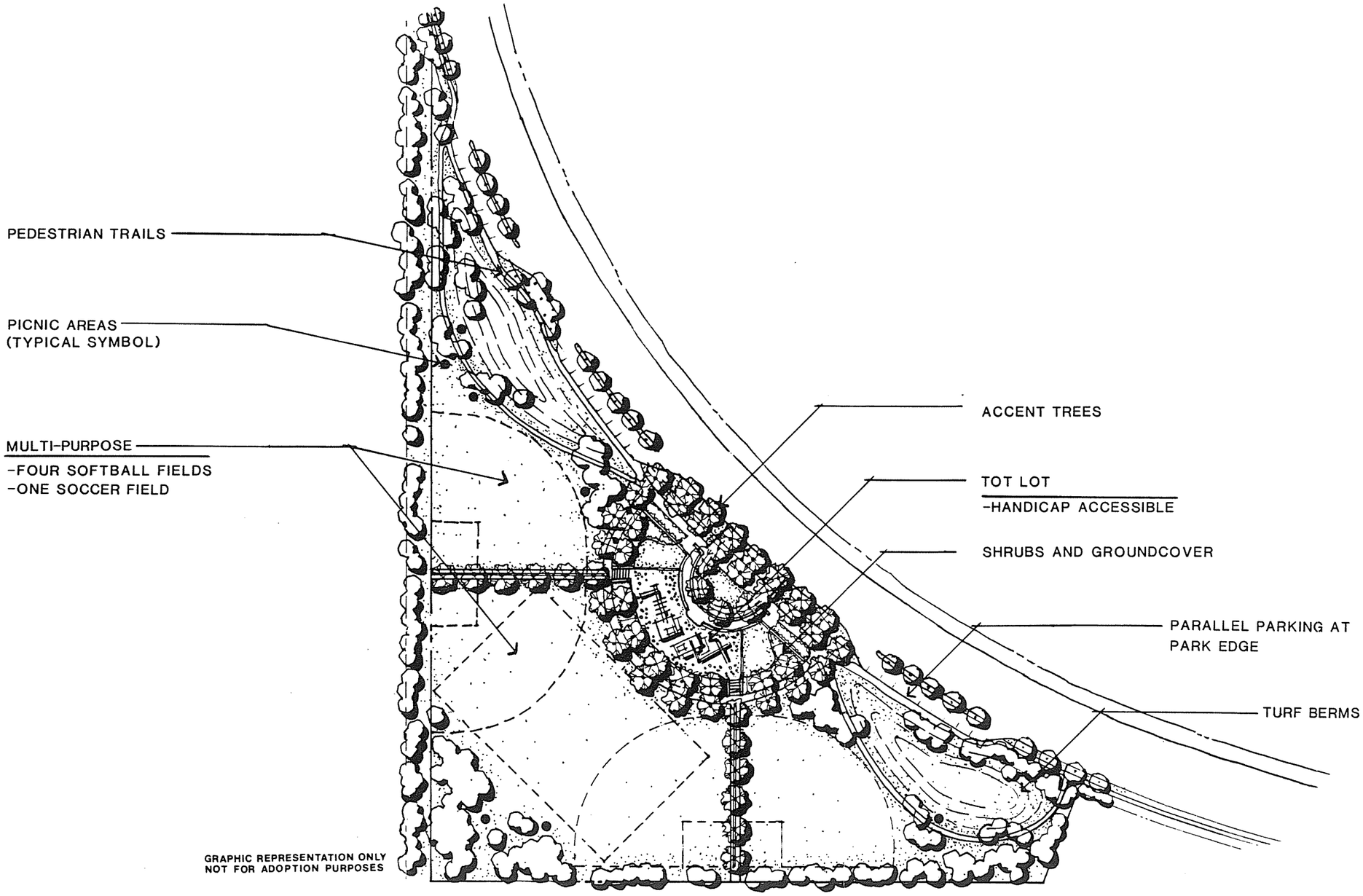
FIGURE 10

FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

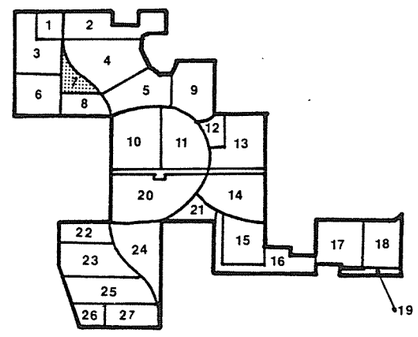
May Ranch

PLANNING AREA 7
COMMUNITY PARK # 1
9 AC



LEGEND

- ACCENT TREES
- CANOPY STREET TREES
- EVERGREEN TREE MASSING
- TURF

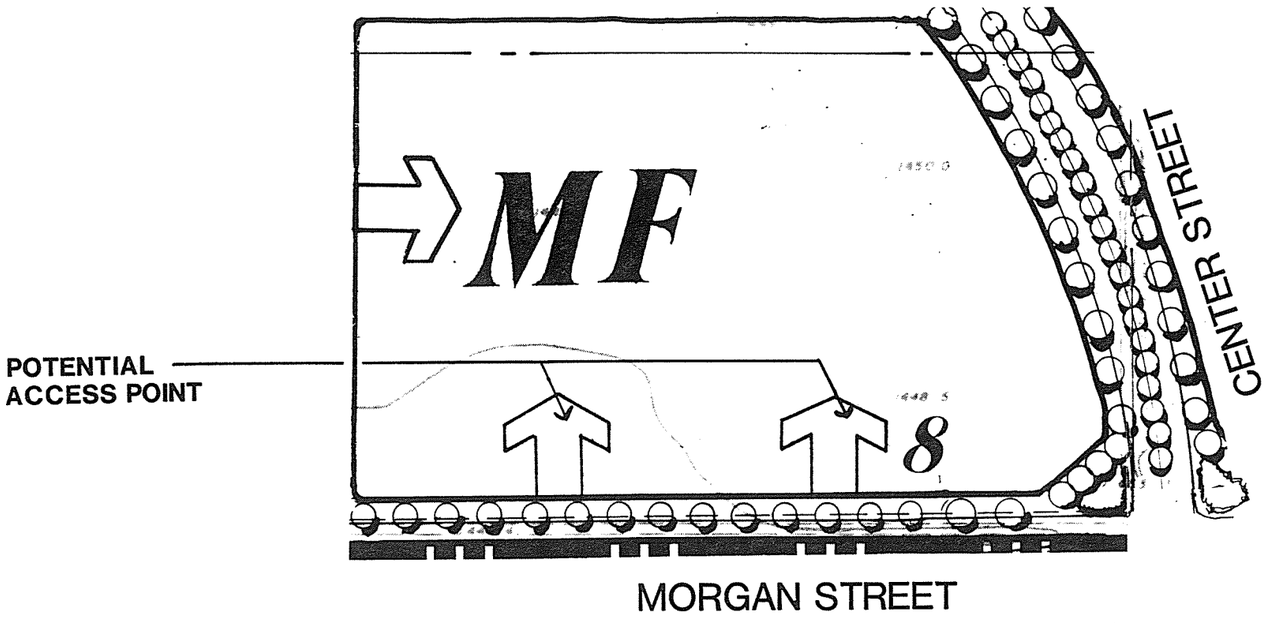


KEY MAP

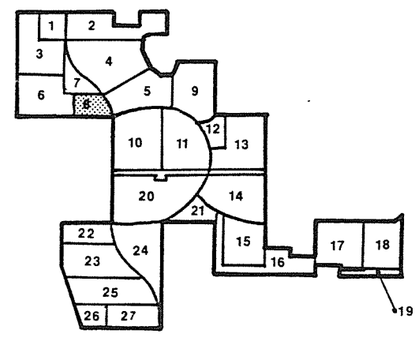
FIGURE 11

FLORIAN MARTINEZ ASSOCIATES

May Ranch



MULTI-FAMILY
13 AC
195 DU
15.0 DU/AC



KEY MAP

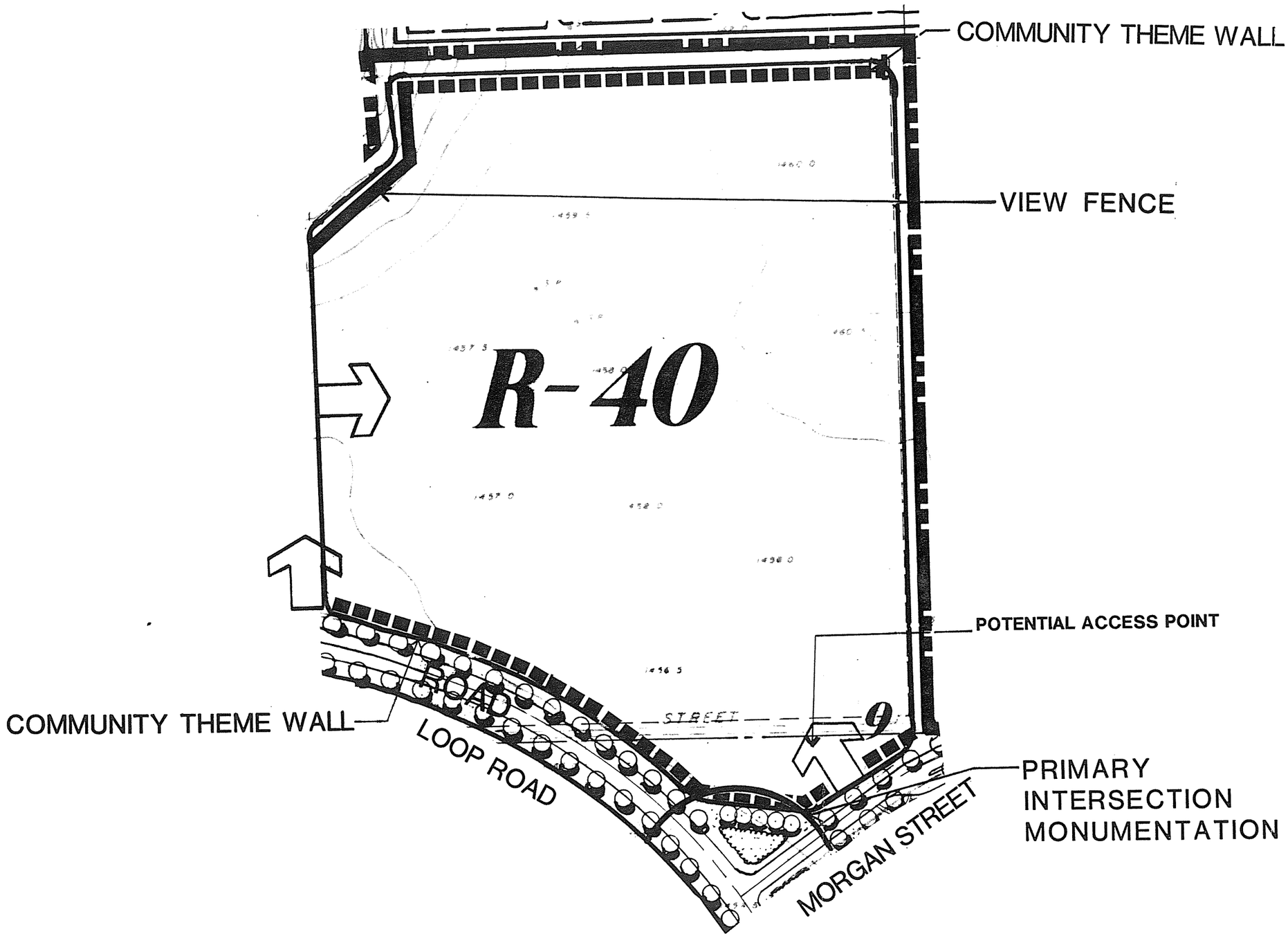
FIGURE 12

FLORIAN MARTINEZ ASSOCIATES

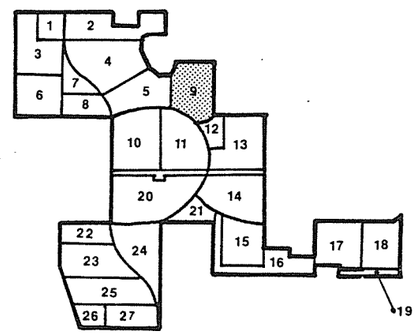
FEET 200' 400' 600'

May Ranch

PLANNING AREA 9



R-4000
40 AC
300 DU
7.5 DU/AC



KEY MAP

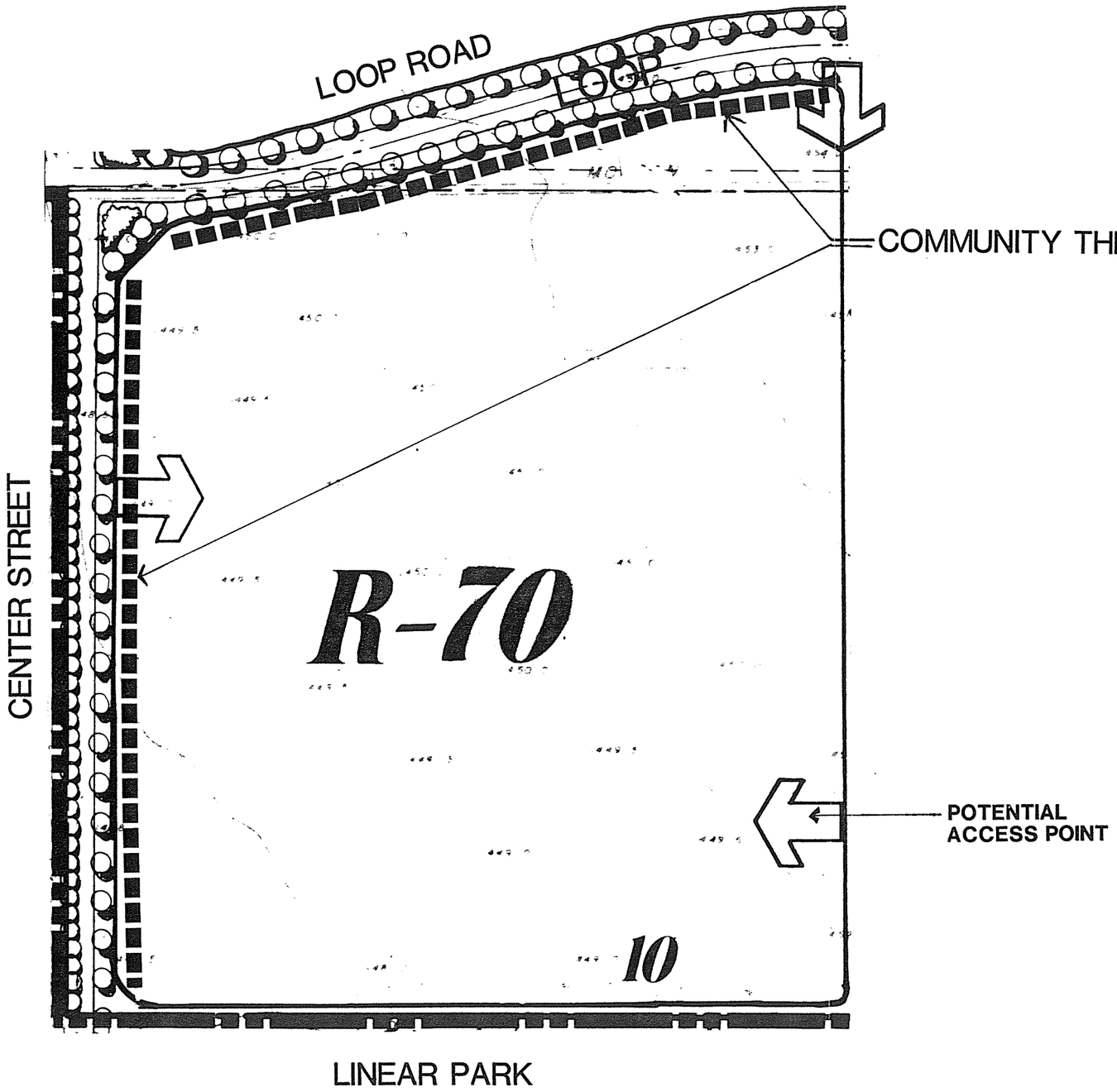
FIGURE 13

FLORIAN MARTINEZ ASSOCIATES

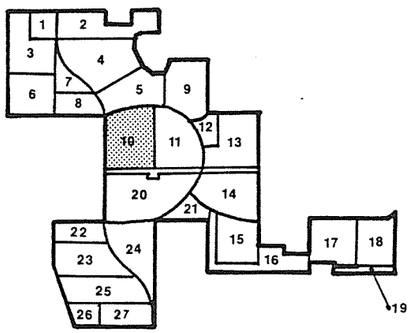
FEET 400' 400' 800'

May Ranch

PLANNING AREA 10



R-7000
43 AC
172 DU
4.0 DU/AC



KEY MAP

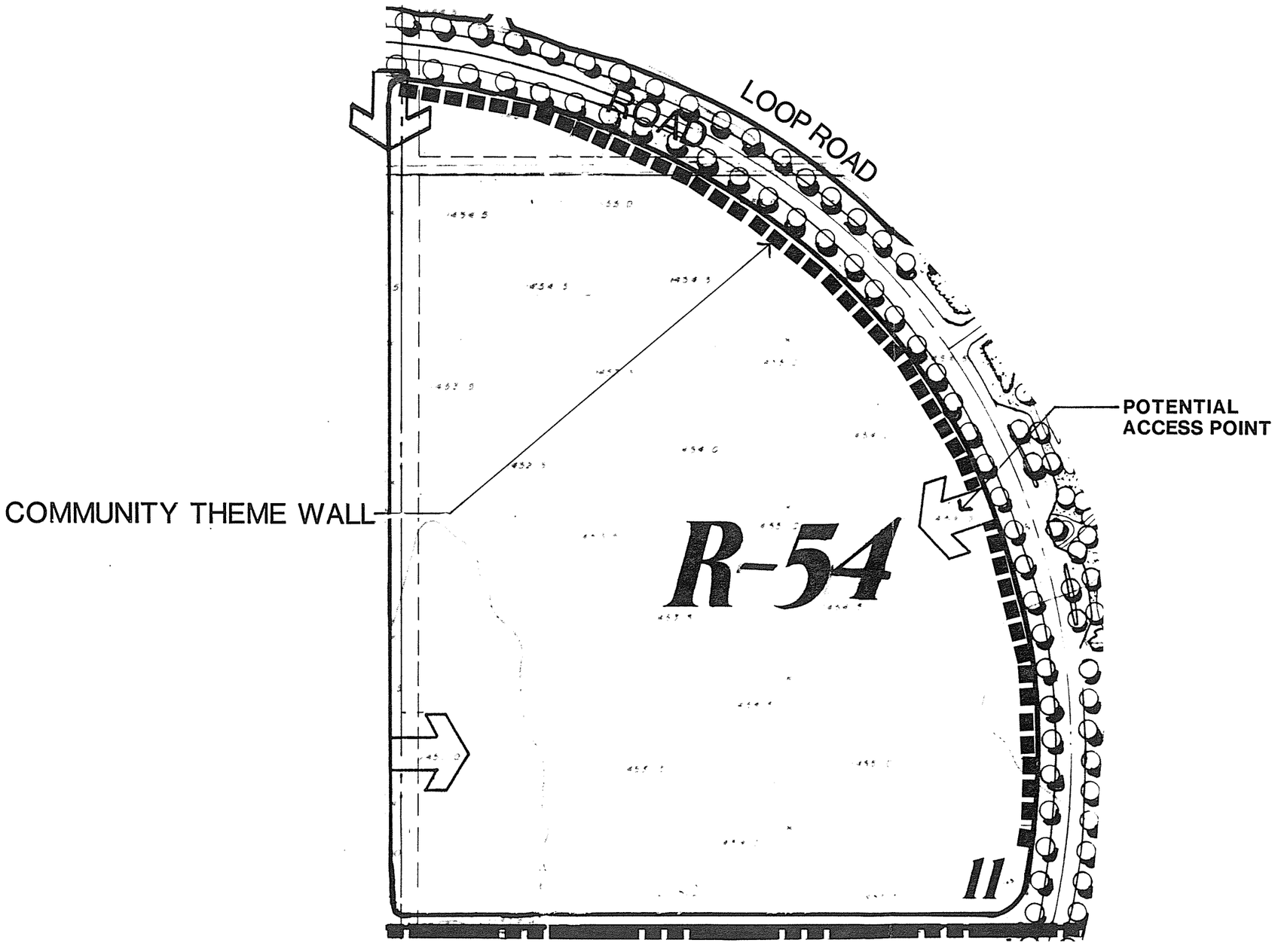
FIGURE 14

FLORIAN MARTINEZ ASSOCIATES

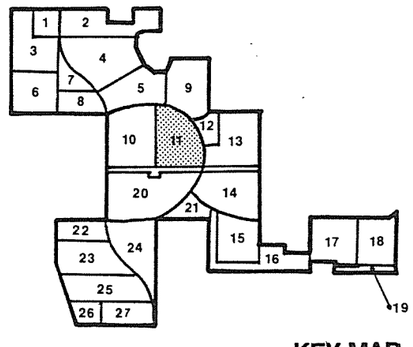
FEET 200' 400' 600'

May Ranch

PLANNING AREA 11



R-5400
37 AC
203 DU
5.5 DU/AC



KEY MAP

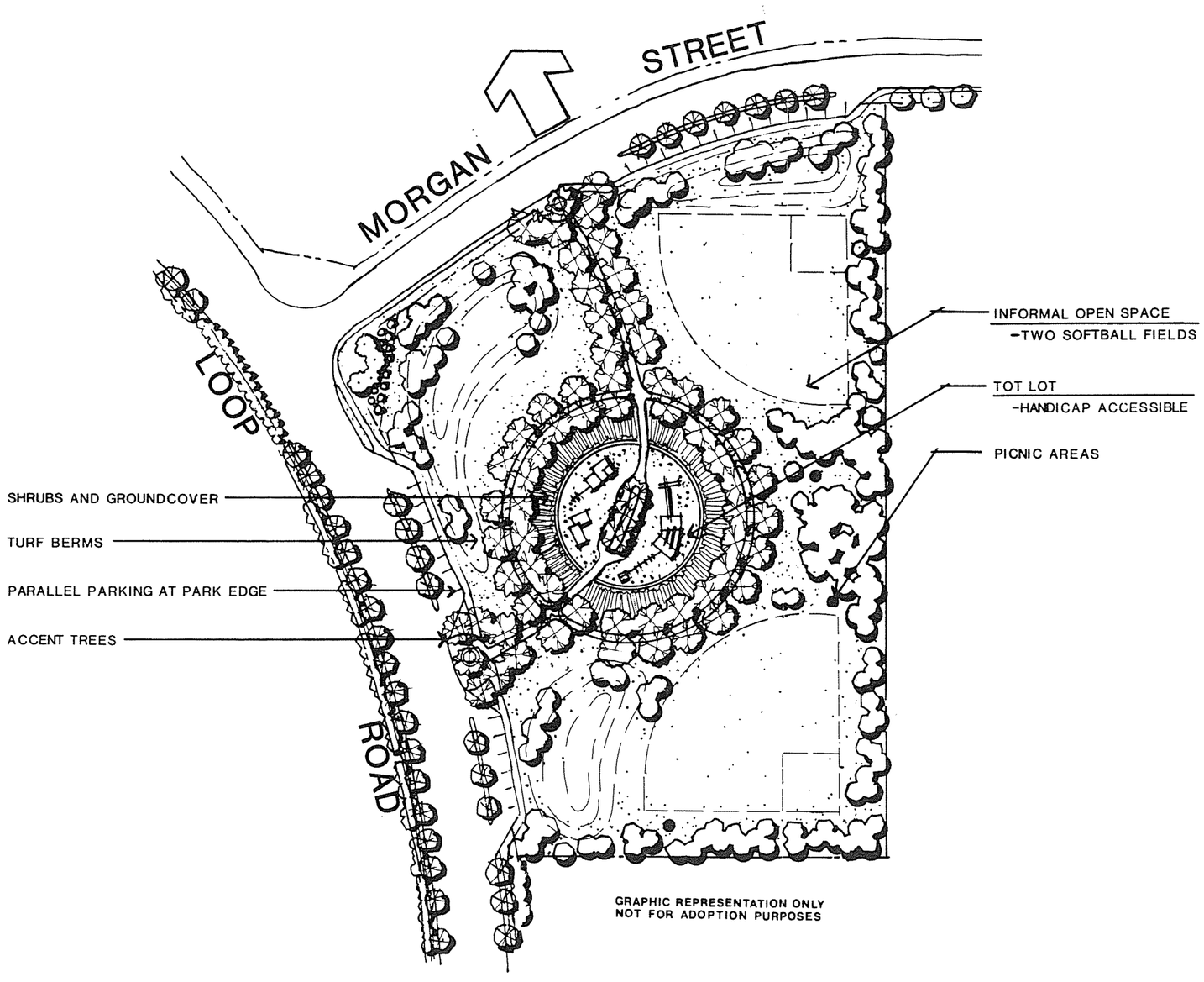
FIGURE 15

FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

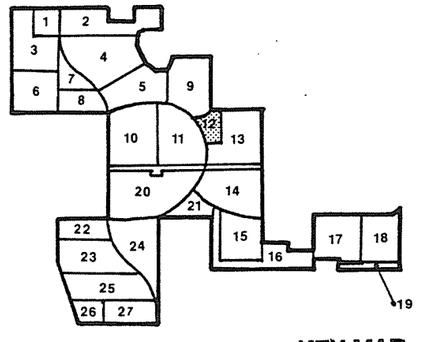
May Ranch

PLANNING AREA 12
COMMUNITY PARK # 3
8 AC



LEGEND

- ACCENT TREES
- CANOPY STREET TREES
- EVERGREEN TREE MASSING
- TURF

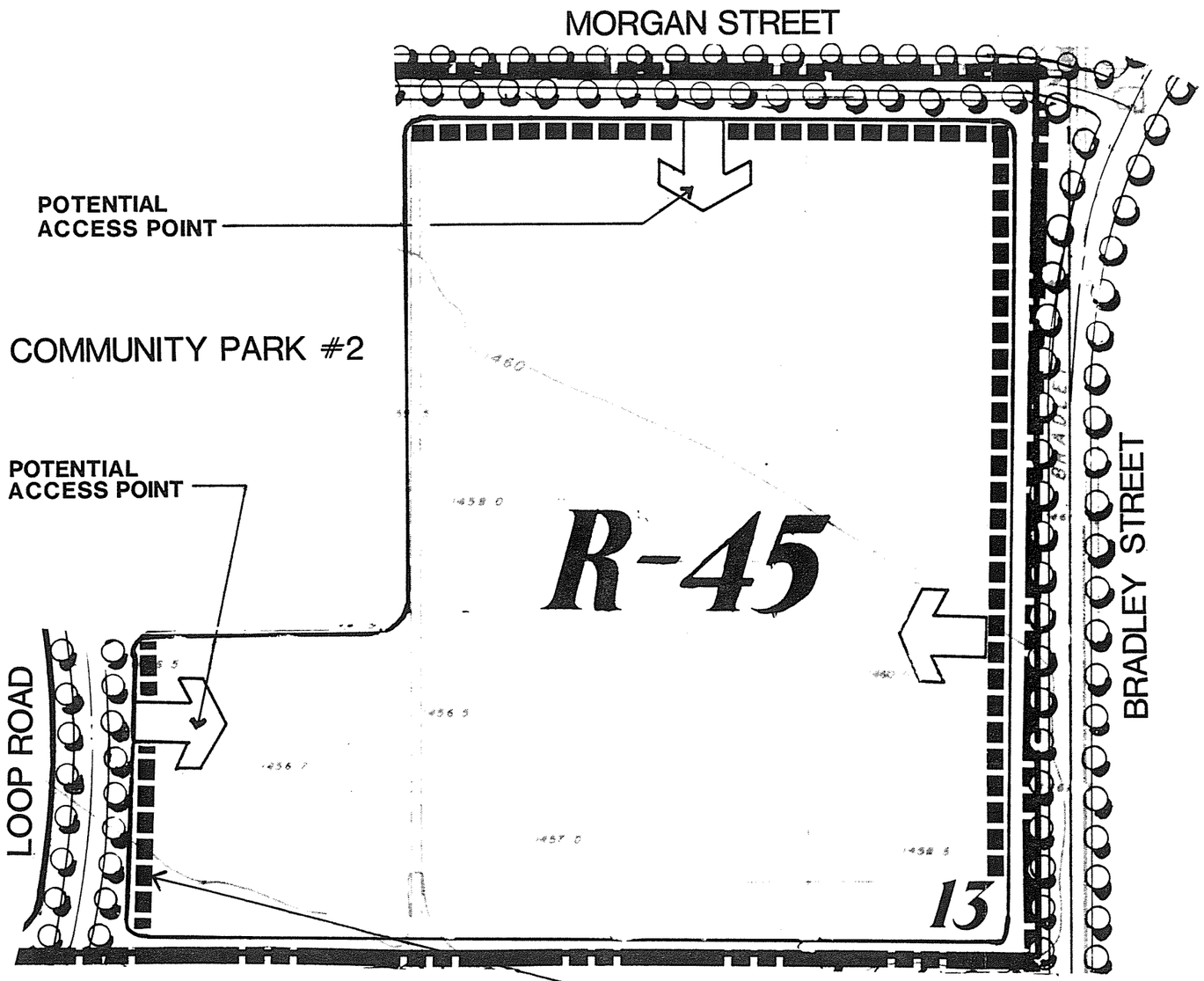


KEY MAP

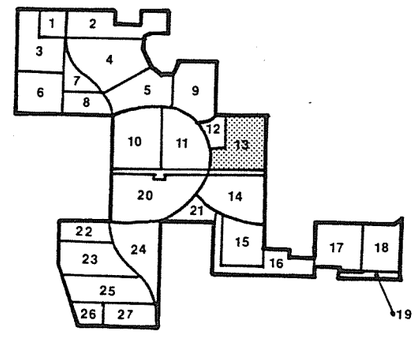
FIGURE 16

FLORIAN MARTINEZ ASSOCIATES

May Ranch



R-4500
36 AC
252 DU
7.0 DU/AC



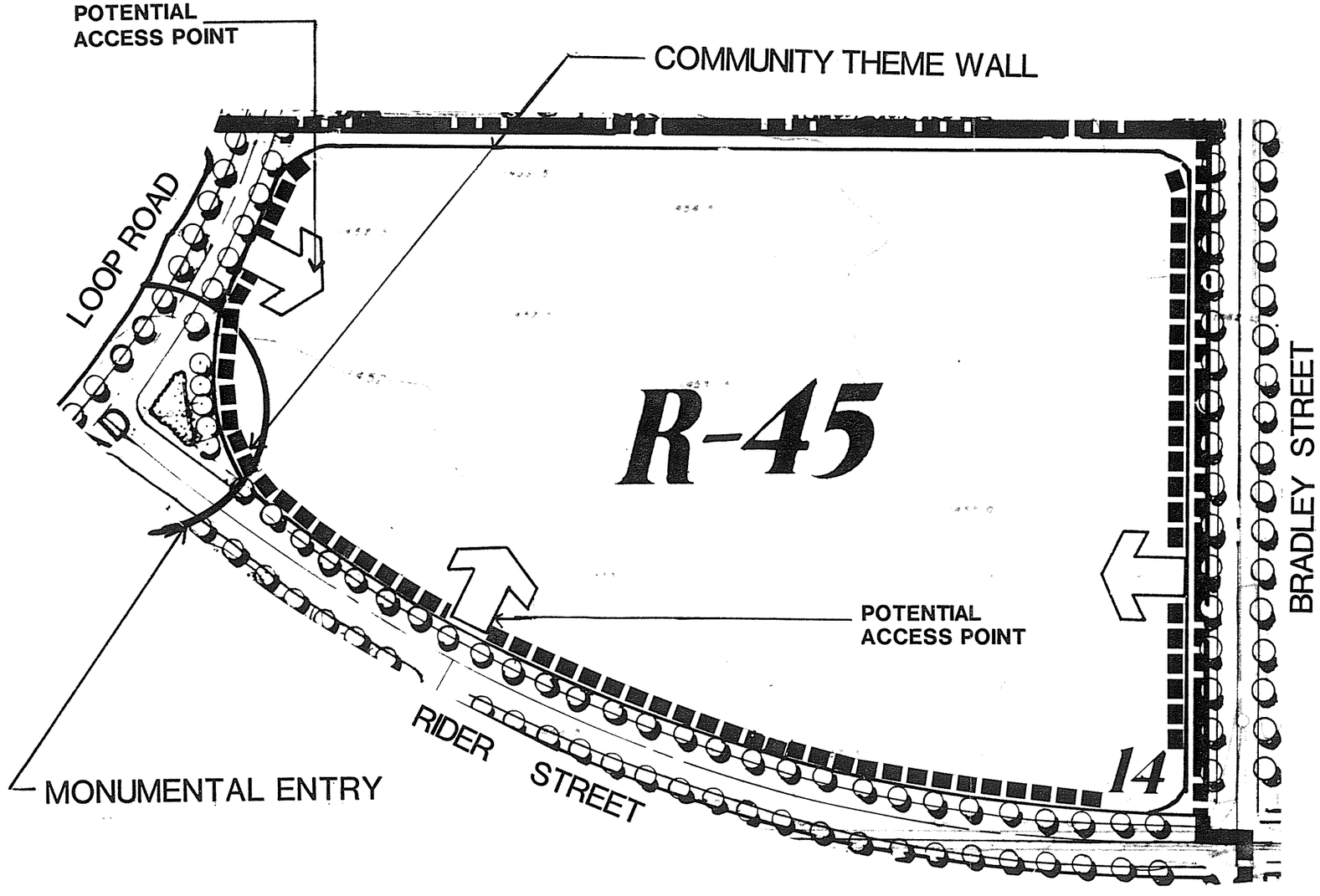
KEY MAP

FIGURE 17

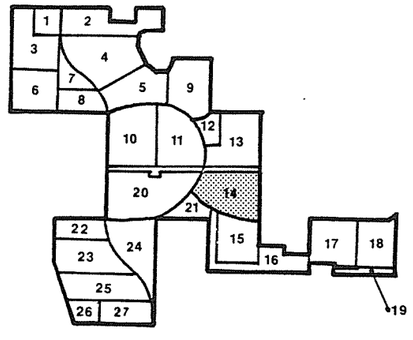
FLORIAN MARTINEZ ASSOCIATES

200' 400' 600'
FEET

May Ranch



R-4500
40 AC
280 DU
7.0 DU/AC



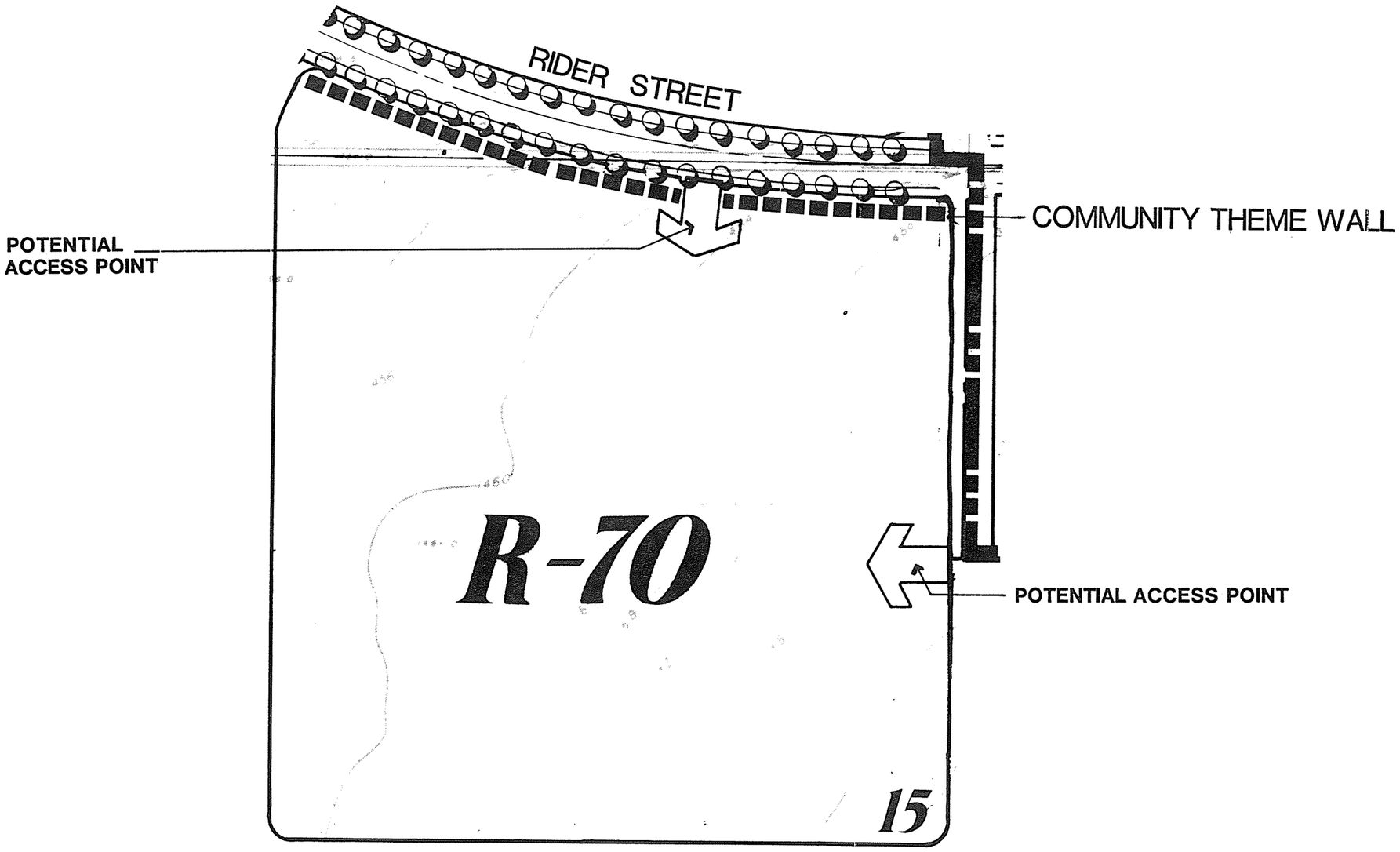
KEY MAP

FIGURE 18

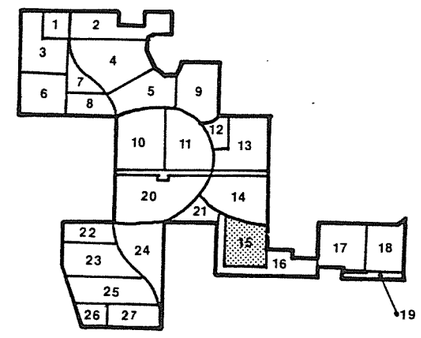
FLORIAN MARTINEZ ASSOCIATES

FEET 400' 400' 800'

May Ranch



R-7000
32 AC
128 DU
4.0 DU/AC



KEY MAP

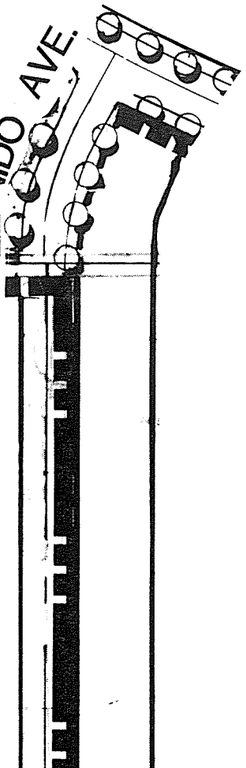
FIGURE 19

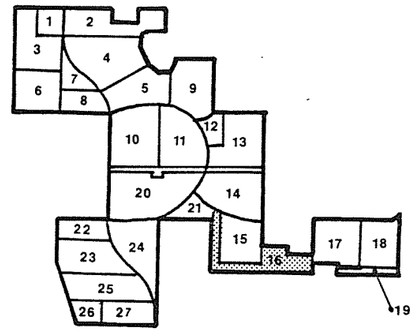
FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

May Ranch

PLANNING AREA 16





KEY MAP

R-10

R-10000
25 AC
81 DU
3.2 DU/AC

16

WALNUT STREET

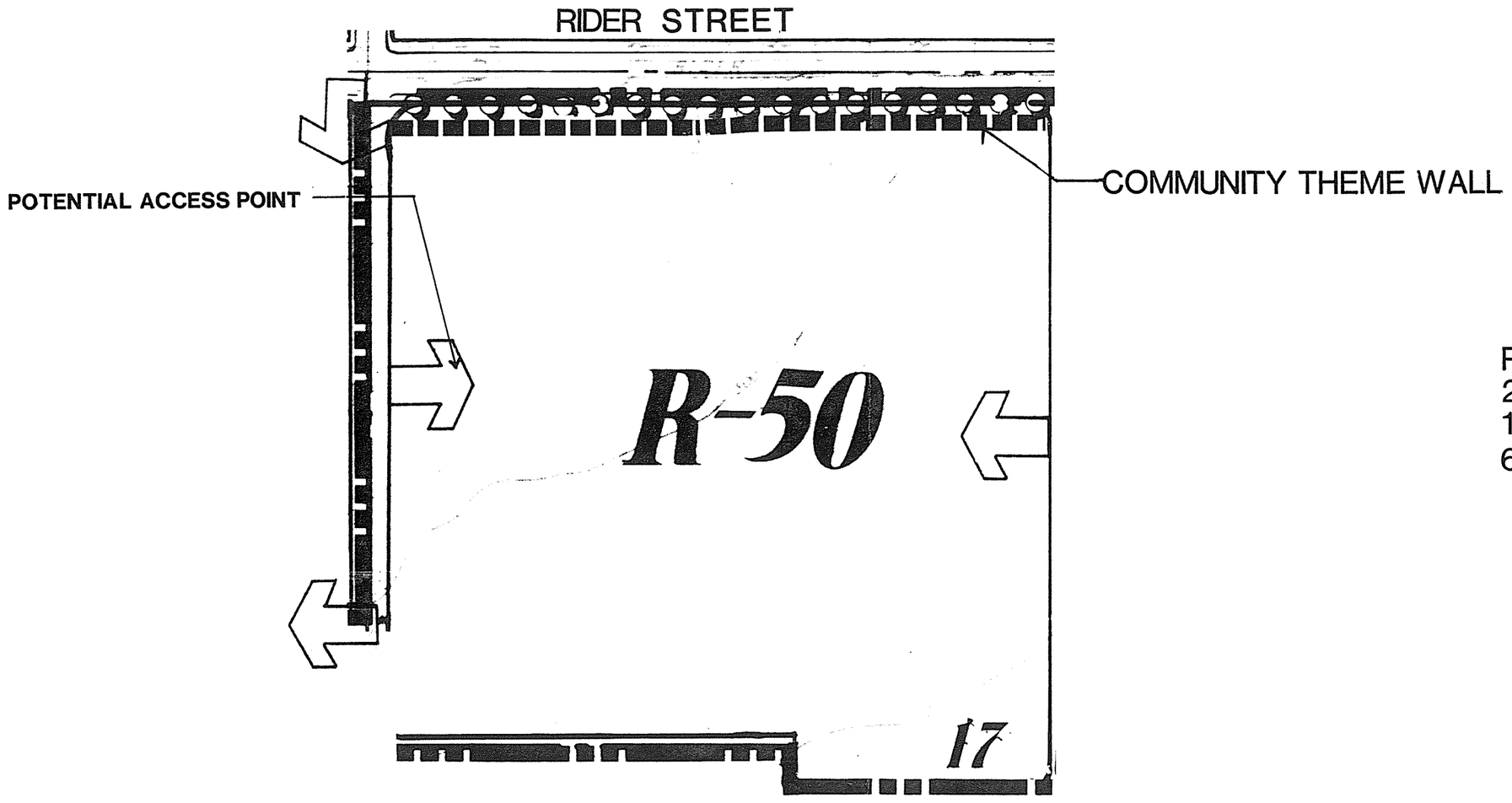
POTENTIAL ACCESS POINT

FIGURE 20

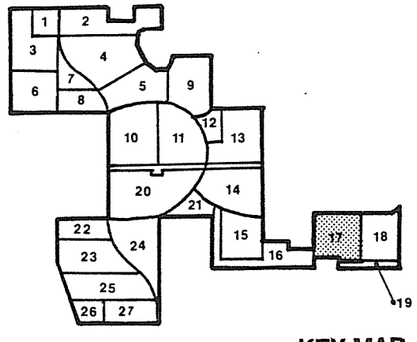
FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

May Ranch



R-5000
25 AC
150 DU
6.0 DU/AC



KEY MAP

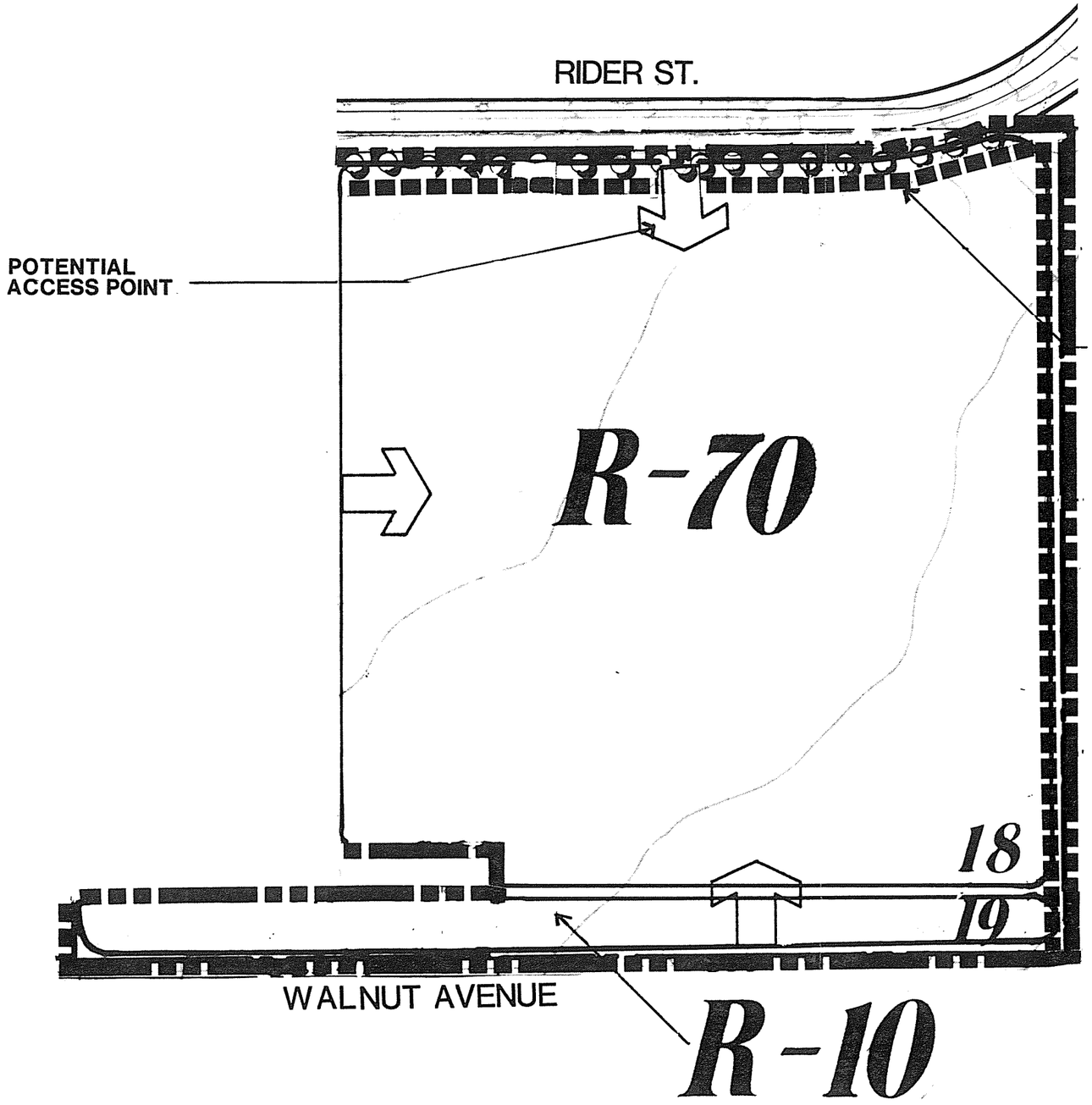
FIGURE 21

FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

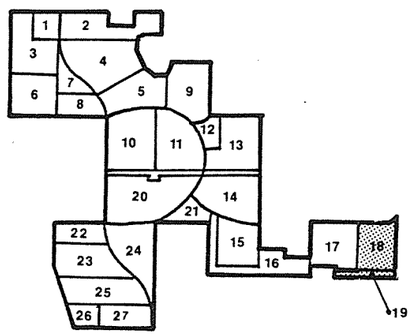
May Ranch

PLANNING AREA 18 & 19



PLANNING AREA 18
R-7000
32 AC
128 DU
4.0 DU/AC

PLANNING AREA 19
R-10,000
5 AC
16 DU
3.2 DU/AC



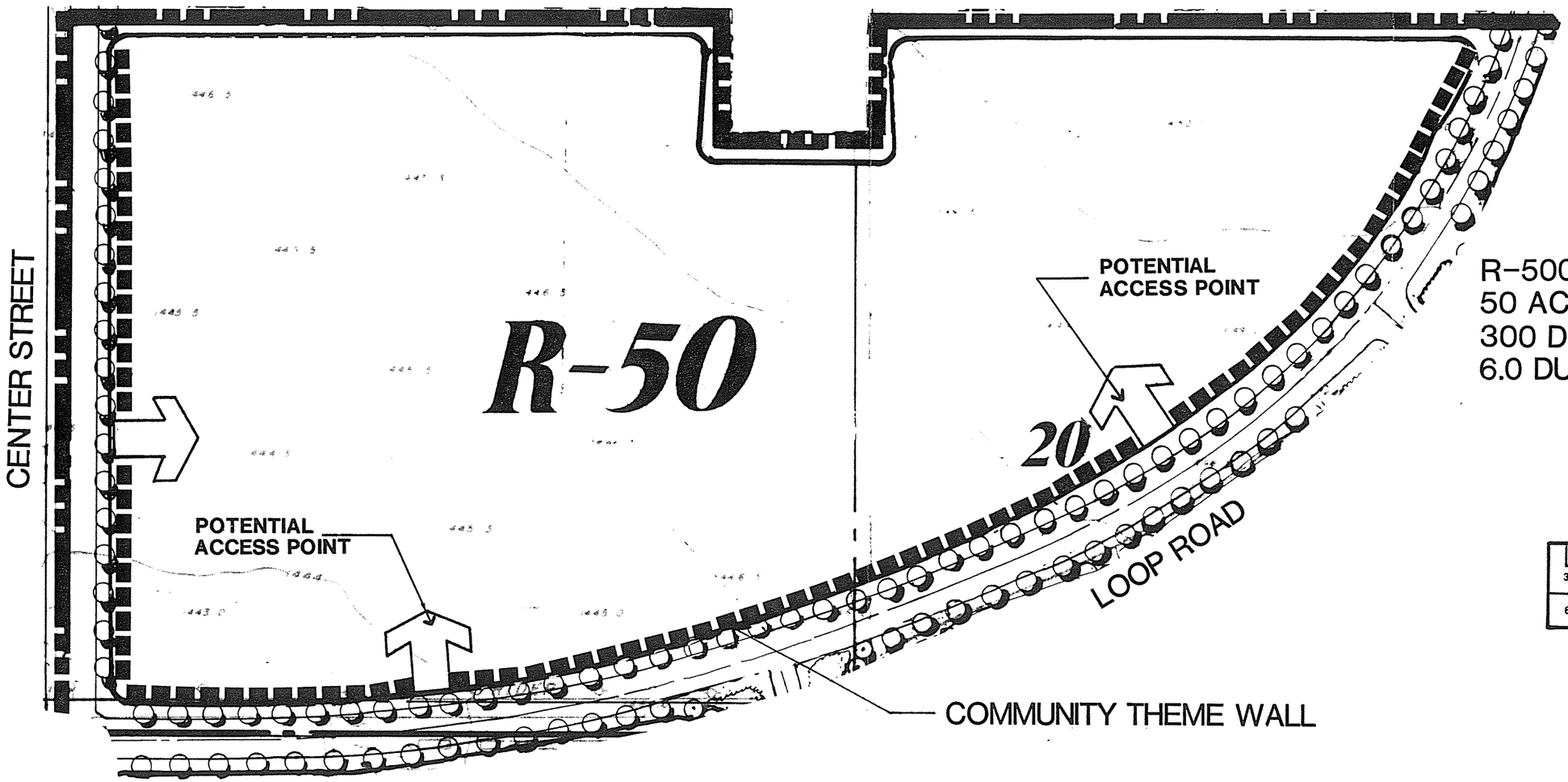
KEY MAP

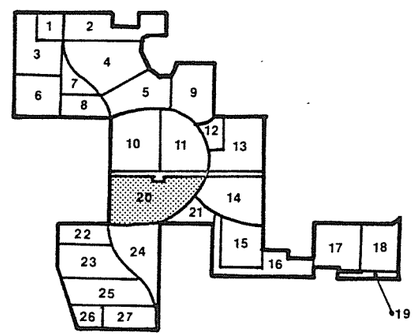
FIGURE 22

FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

May Ranch





KEY MAP

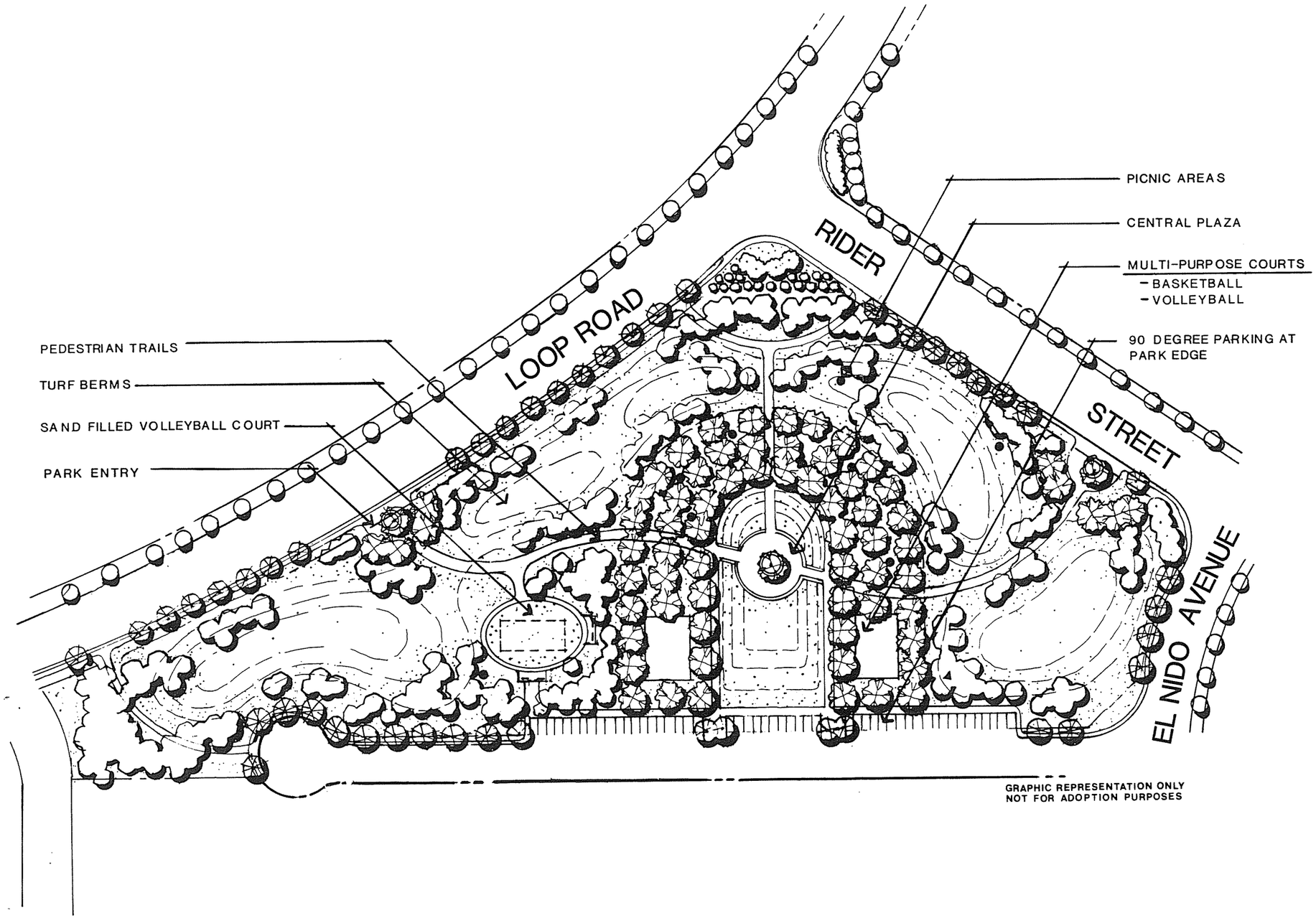
FIGURE 23

FLORIAN MARTINEZ ASSOCIATES

FEET 200 400' 600'

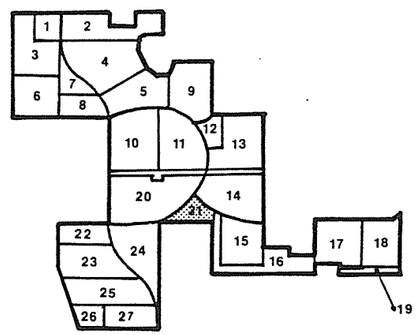
May Ranch

PLANNING AREA 21
COMMUNITY
PARK # 3
10 AC



LEGEND

- ACCENT TREES
- CANOPY STREET TREES
- EVERGREEN TREE MASSING
- TURF

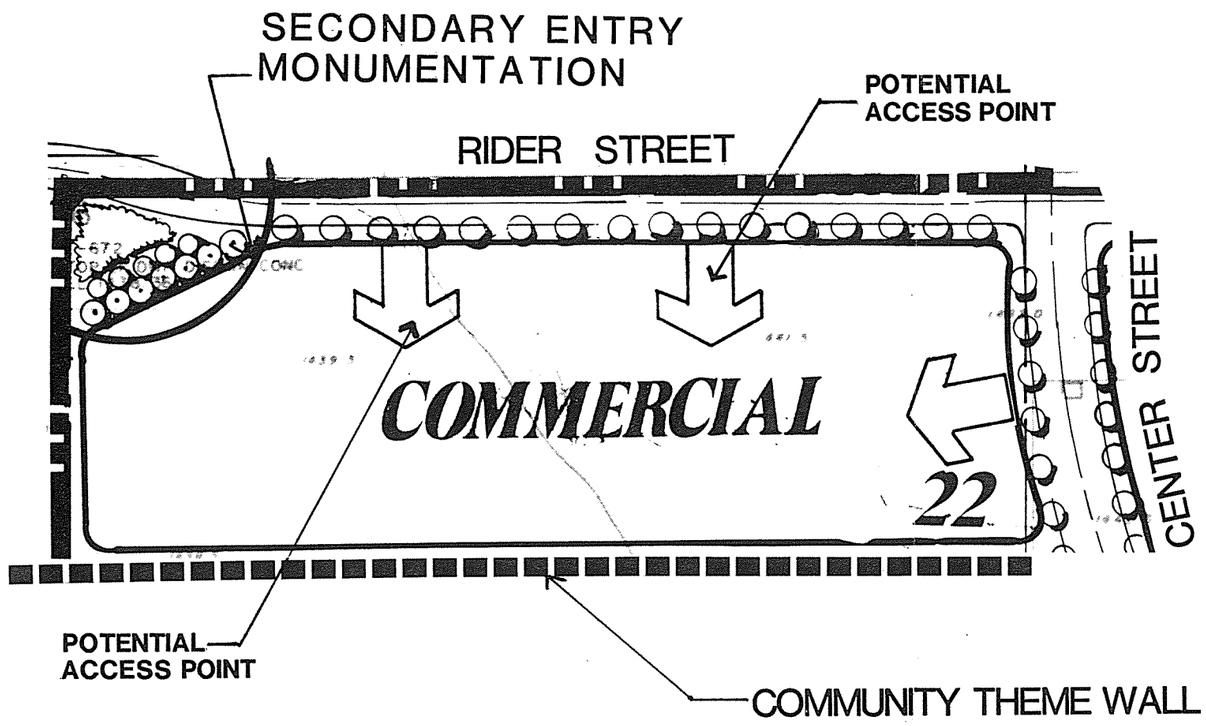


KEY MAP

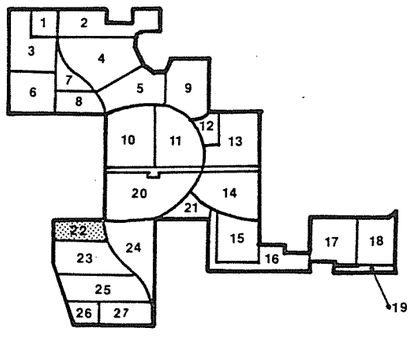
FIGURE: 24

FLORIAN MARTINEZ ASSOCIATES

May Ranch

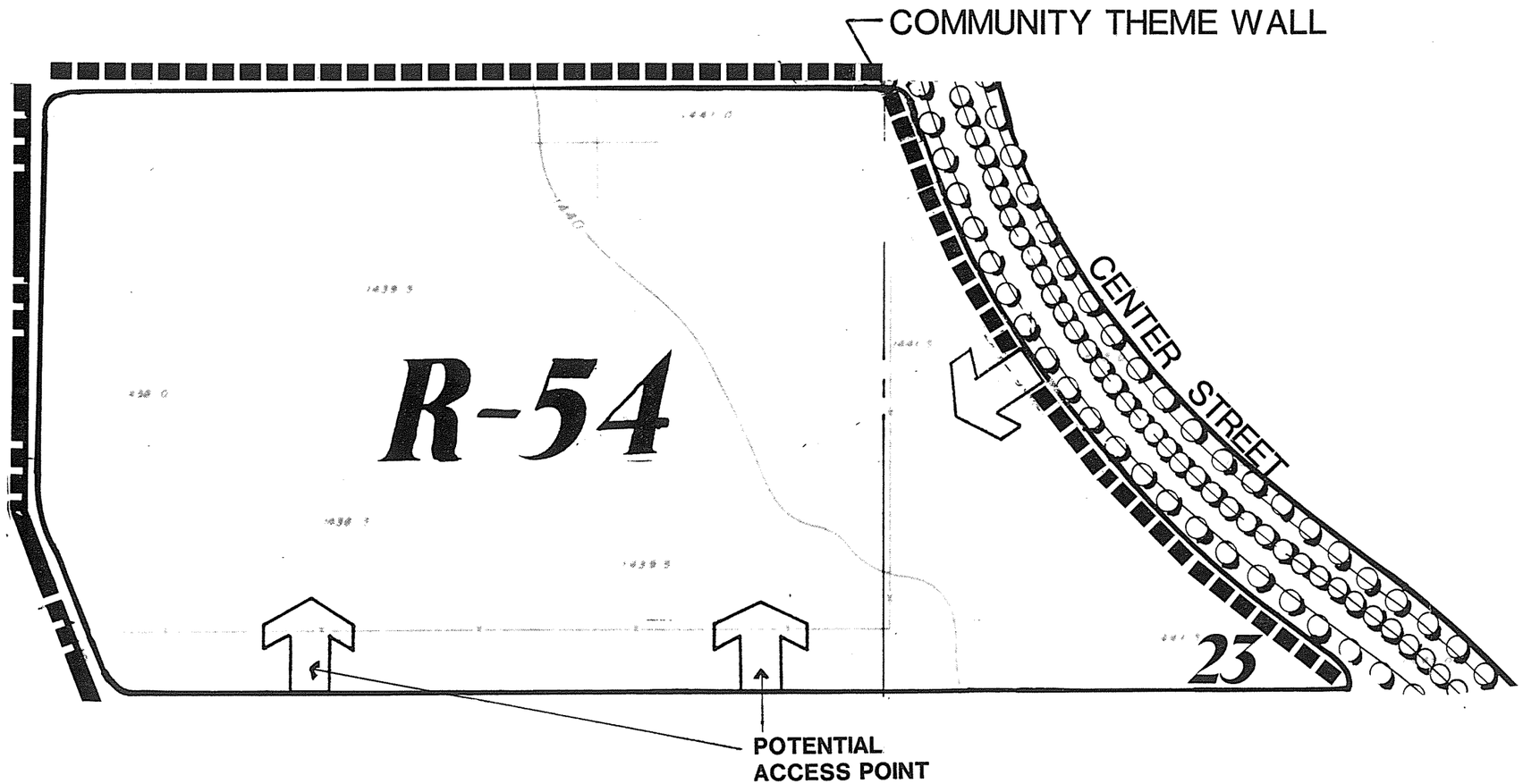


COMMERCIAL
16 AC

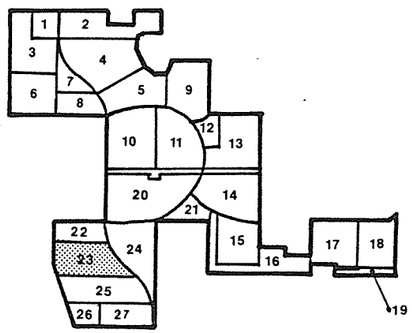


KEY MAP

FIGURE 25



R-5400
37 AC
203 DU
5.5 DU/AC



KEY MAP

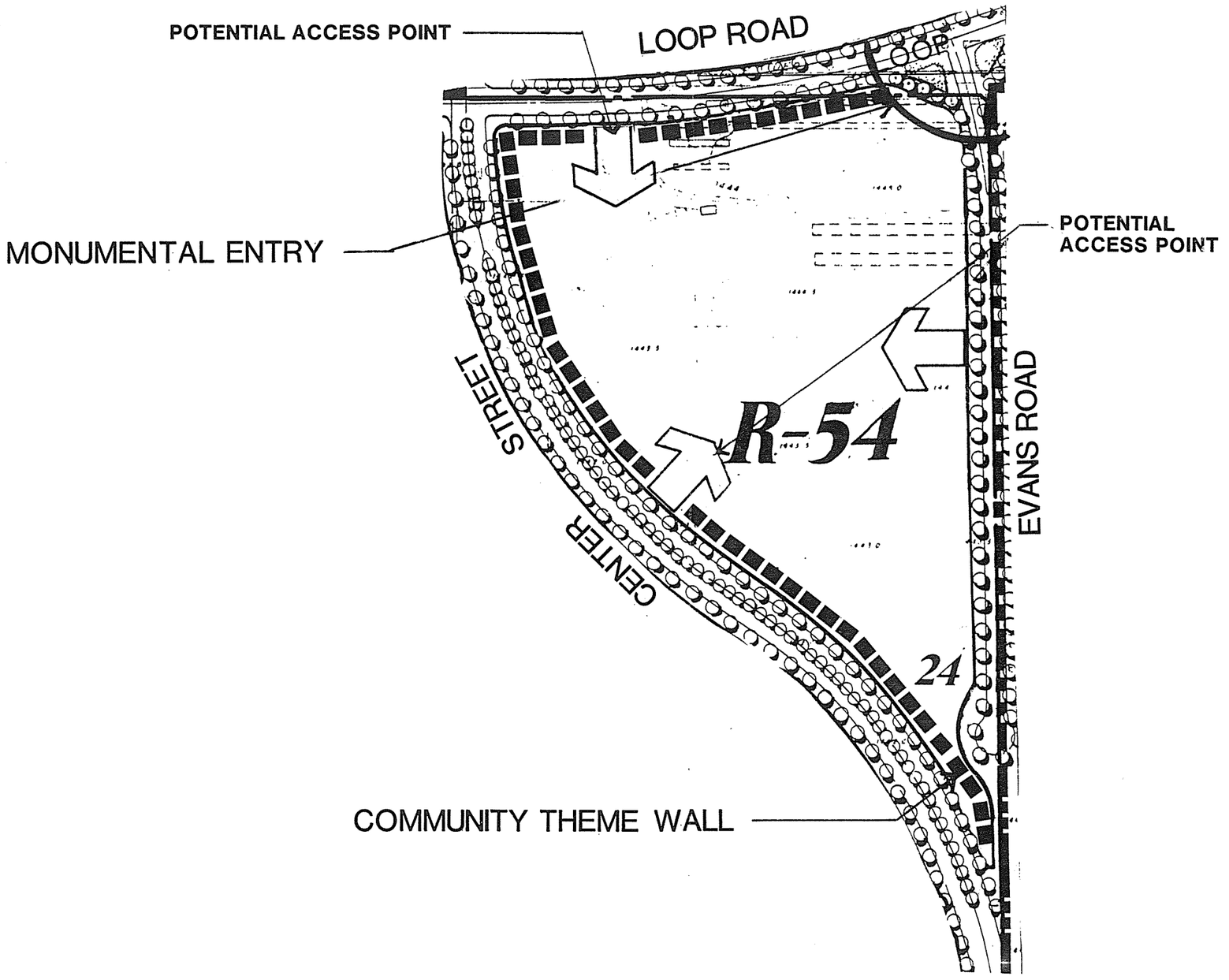
FIGURE 26

FLORIAN MARTINEZ ASSOCIATES

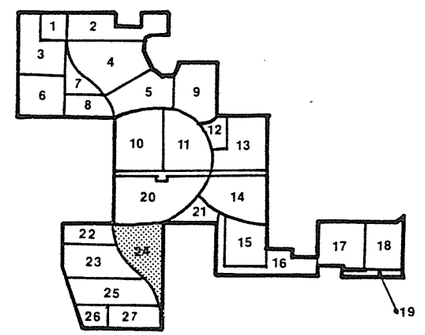
FEET 200' 400' 600'

May Ranch

PLANNING AREA 24



R-5400
35 AC
192 DU
5.5 DU/AC



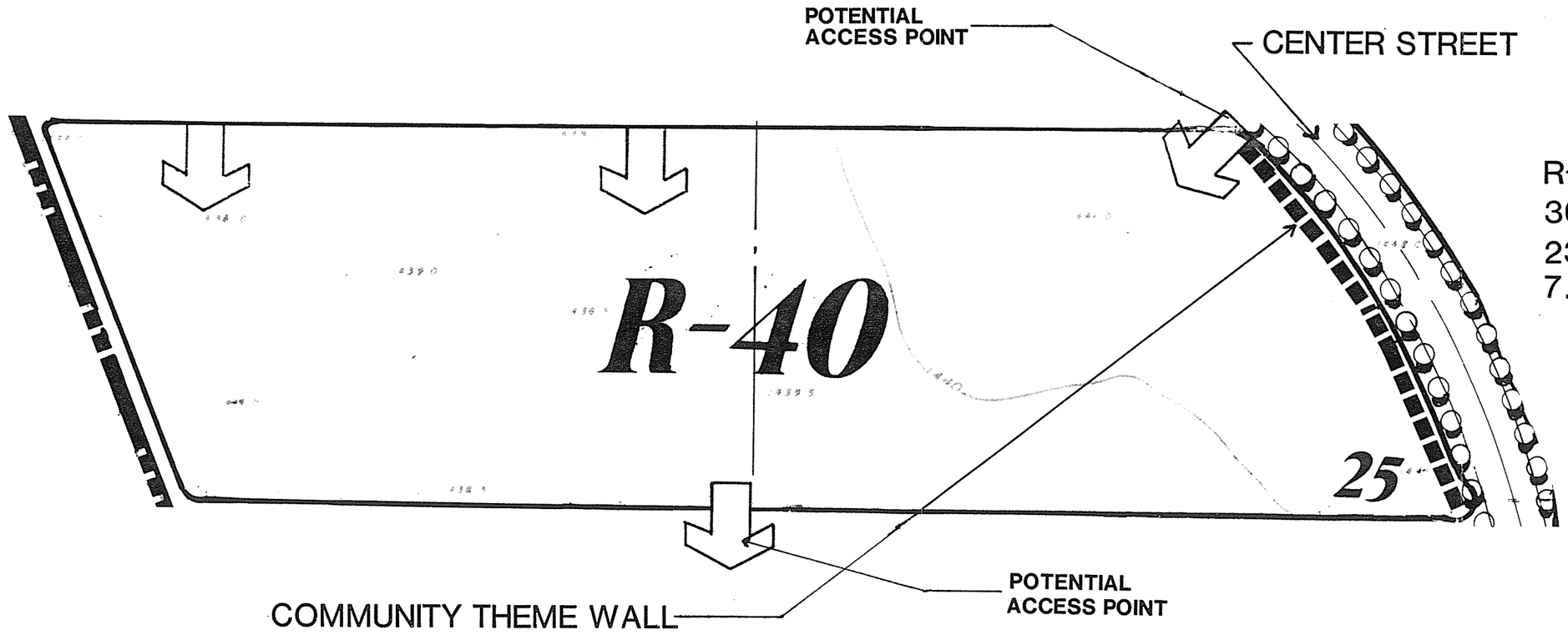
KEY MAP

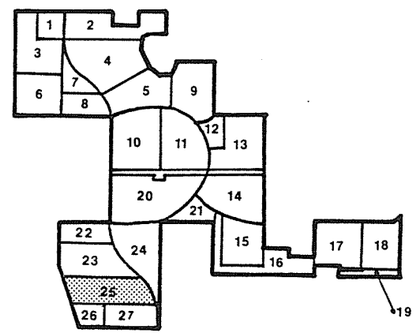
FIGURE 27

NOT TO SCALE

FLORIAN MARTINEZ ASSOCIATES

May Ranch





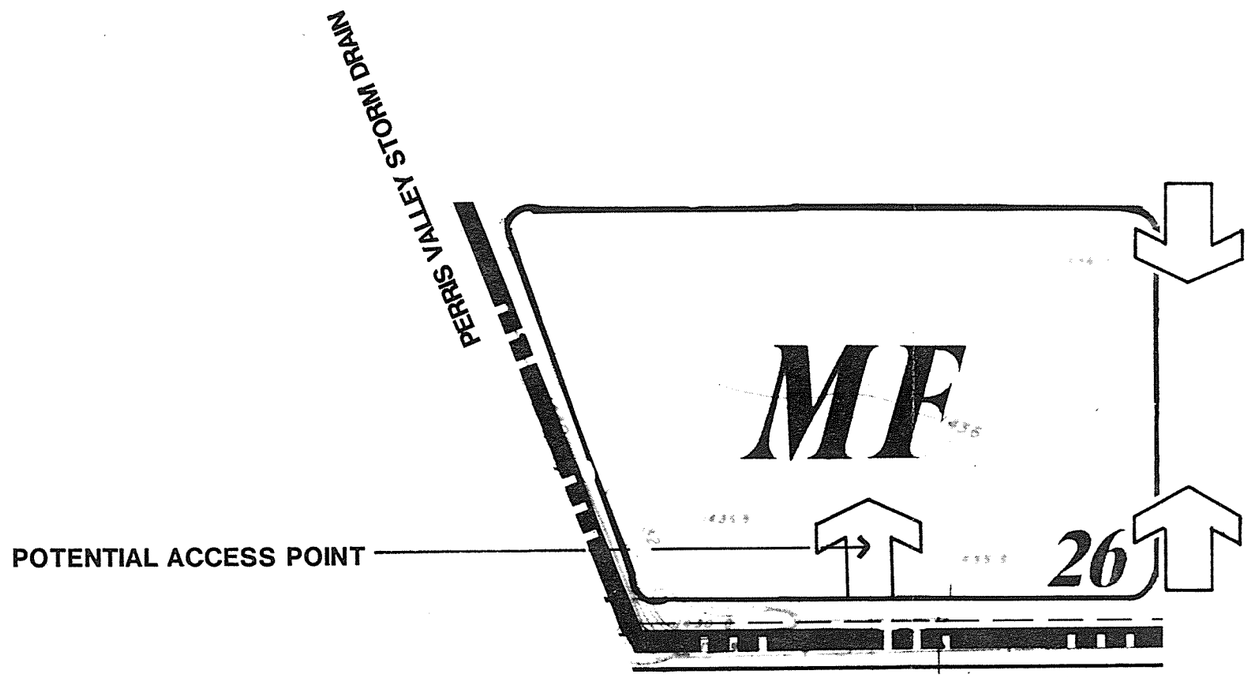
KEY MAP

FIGURE 28

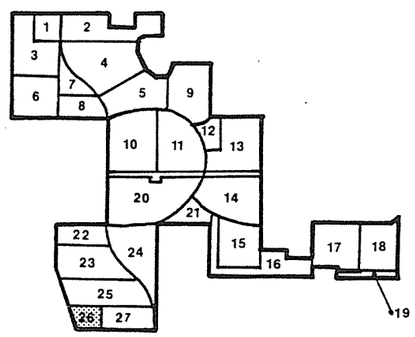
FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

May Ranch



MULTI-FAMILY
12 AC
180 DU
15.0 DU/AC



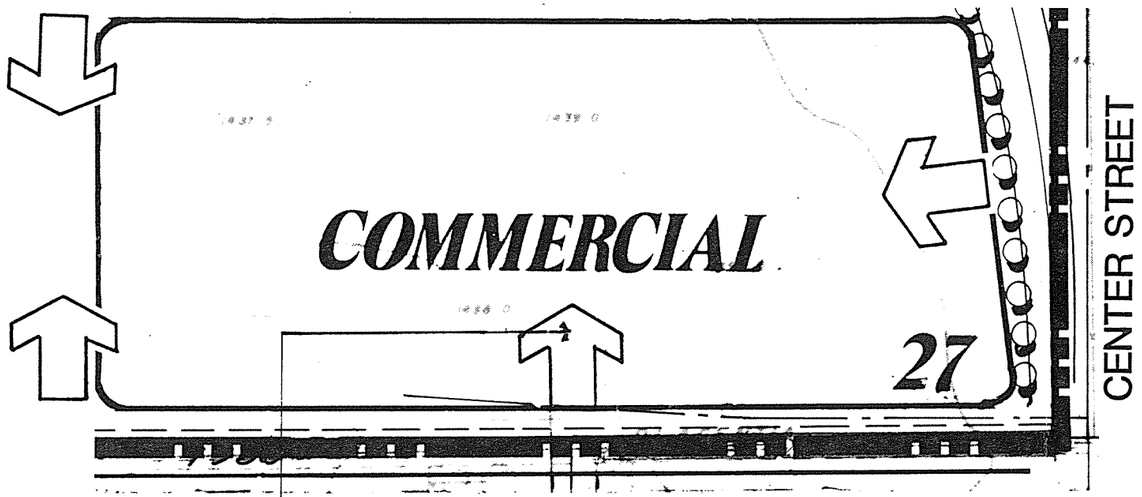
KEY MAP

FIGURE 29

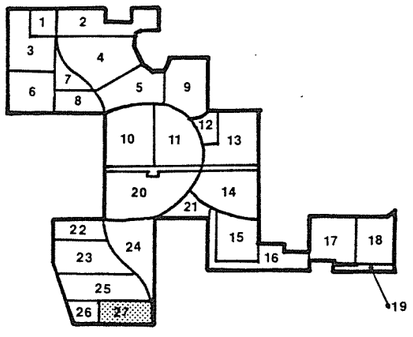
FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

May Ranch



COMMERCIAL
18 AC



KEY MAP

FIGURE 30

FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

May Ranch

3.1.2 RESIDENTIAL

The single-family and multi-family residential dwelling units within the May Ranch Specific Plan are incorporated within twenty (20) designated planning areas as indicated in Table 3-1. The single-family residential will encompass five (5) different types of residential zones that correspond to the minimum average area of lots permitted within each planning area. The configuration for each is as follows:

Min. Average Area of Lots	Min. Average Width at Setback*
R-10,000 SF lots:	80 feet
R- 7,000 SF lots:	60 feet
R- 5,400 SF lots:	60 feet
R- 5,000 SF lots:	50 feet
R- 4,500 SF lots:	45 feet
R- 4,000 SF lots:	50 feet

* Refer to Section 3.8 which delineates Planning Area Development Standards for exceptions and interpretations.

3.1.3 COMMERCIAL

The Community Commercial land use designation is intended to provide areas for commercial centers for every day goods and services on both a neighborhood and district level. This designation is intended to include the diversity of commercial uses typical for this type of development and will incorporate approximately 77 acres of the project site. It is intended that these commercial centers will be oriented towards major thoroughfares and will be convenient to the populations they are intended to serve. Development standards for the Community Commercial land use designation have been incorporated within Section 3.8.8 of the Specific Plan. Actual development of the land will be based on market trends at the time of processing.

3.1.4 PARKS/OPEN SPACE

a. Approach

A major element of the May Ranch Community is the Parks/Open Space Plan. The plan provides various recreational opportunities in which all members of the community can participate.

b. Plan Description

Recreational opportunities vary and will include passive, active, and structured activities. Varying types and degrees of activities will be available which will provide residents the opportunity to take walks throughout the community and participate in many recreational activities such as softball, soccer, basketball, volleyball, and picnics.

c. Development Standards

(1) Community Parks

Community Park #1, located within Planning Area 7, proposes a variety of recreational activities including multi-purpose fields for softball and soccer, tot lot, picnic areas, and pedestrian trails.

Community Park #2 located within Planning Area 12 proposes provisions for activity areas which include a tot lot and informal open space to accommodate two softball fields and picnic areas.

Community Park #3 located within Planning Area 20 proposes provisions for multi-purpose courts, picnic areas, and trails.

(2) Linear Park

The Linear Park system proposes a ten-foot trail for hiking, picnic areas, and emergency access. It is proposed that the linear park will also provide linkages between the residential neighborhoods. Development and use of this park is subject to the approval of the Metropolitan Water District.

3.2 CIRCULATION PLAN

3.2.1 APPROACH

The Circulation Plan for May Ranch is based on a design which will allow safe and efficient internal circulation and access throughout the project. The primary access points provide a wide circulatory dimension while enhancing the aesthetics of the project through landscaping, berming and signage. Loop Road has been assigned primarily to encourage access into the planning areas through the transition of a hierarchial street system from arterial highway to neighborhood streets. The planning areas have been developed with an inward orientation to minimize direct access on arterial roads, secondary roads, and collector streets.

3.2.2 PLAN DESCRIPTION

The Master Circulation Plan, Figure 31, shows the basic roadway design. All roads within the development will be public streets and shall conform with City standards while still providing aesthetic project statements. The system is designed for the efficient movement of traffic with as little disturbance to the residential neighborhoods as possible. Vehicular access to the arterial roadways will be restricted to controlled points. No direct access between individual dwelling unit lots and the arterial roadways will be permitted. Conceptual access points to each individual planning area are illustrated within the planning area exhibits (refer to Figures 5 through 30) and within the overall circulation plan. Final access point locations to each planning area will be identified at the time of tentative tract submittal.

3.2.3 DEVELOPMENT STANDARDS

There are five types of public streets within the project. Figures 32 and 33 provide typical cross sections.

Arterial Highway (Center Street and Placentia Avenue) - 110-foot right-of-way. This design will allow for two travel lanes and one parking lane in each direction. A 22-foot wide median will allow for left-hand turn lanes and center landscaping on Center Street only. Additionally, there will be 12 feet of sidewalk and landscaping will be on each side of the roadway. With the exception of that portion of Center Street located between the two intersection points at Loop Road and where it runs along the property line and adjacent to Planning Area 27, Center Street shall be developed a full right-of-way. These areas will be developed at half right-of-way. May Ranch will only be responsible for a half width right-of-way of Placentia Avenue. These areas will be delineated further on the tentative tract maps.

Arterial Road (Loop Road and Rider Street) - 92-foot right-of-way. This design allows for 27 feet of pavement in each direction, except at intersections, where the roadway will widen to accommodate left hand turn

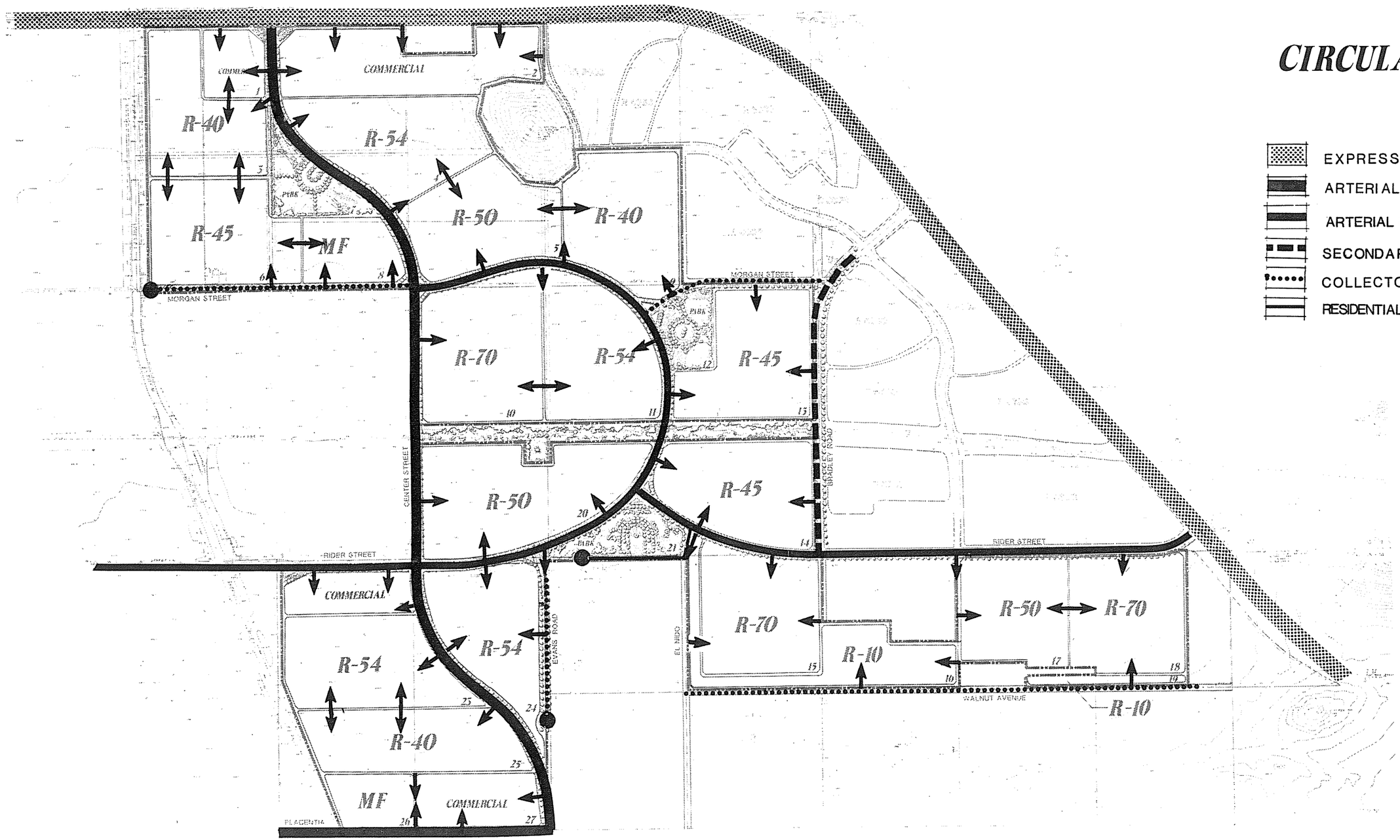
lanes. The 27-foot pavement is divided into two travel lanes and a bicycle lane in each direction. This design will leave a 19-foot right-of-way in each direction for sidewalk and landscaping. Both Loop Road and Rider Street will be developed by May Ranch at full width right-of-way with the exception of that portion of Rider Street east of Bradley to the Ramona Expressway. This portion of Rider Street is subject to 10 feet of additional paving and grading on the other side of centerline of the street subject to City condemnation and a reimbursement agreement through the City of Perris.

Secondary Road (Bradley) - 88-foot right-of-way. This design allows for 64 feet of paving, two travel lanes, and one parking lane in each direction. Again, there is a 12 foot sidewalk and landscaping strip in each direction. May Ranch will develop only half of the right-of-way for Bradley with McCanna Ranch being responsible for the remainder.

Collector Streets (El Nido, Morgan, Walnut, and Evans) - 60-foot right-of-way. This design allows for one travel lane and one parking lane in each direction with 10 feet for sidewalk and landscaping. All 60-foot right-of-way streets will be developed to half street standards except where indicated on the Circulation Phasing Plan (refer to Figure 45). Where half width improvements are proposed, 10 feet of additional paving and grading on the other side of centerline of street will be subject to City condemnation and reimbursement agreement through the City of Perris. The areas applicable will be identified on the tentative tract maps.

Residential Streets - 56-foot right-of-way. This design provides for one travel and one parking lane with 10 feet for parkway and sidewalk in each direction.

CIRCULATION PLAN



EXPRESSWAY – 116' ROW
ARTERIAL HIGHWAY – 110' ROW
ARTERIAL ROAD – 92' ROW
SECONDARY ROAD – 88' ROW
COLLECTOR STREET – 60' ROW
RESIDENTIAL STREET – 56' ROW

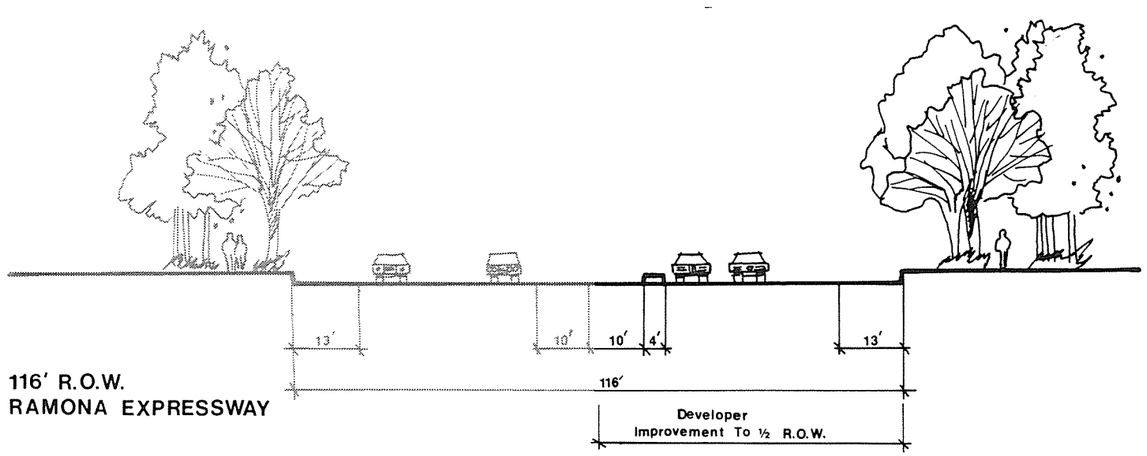
GRAPHIC REPRESENTATION ONLY
NOT FOR ADOPTION PURPOSES

FIGURE 31

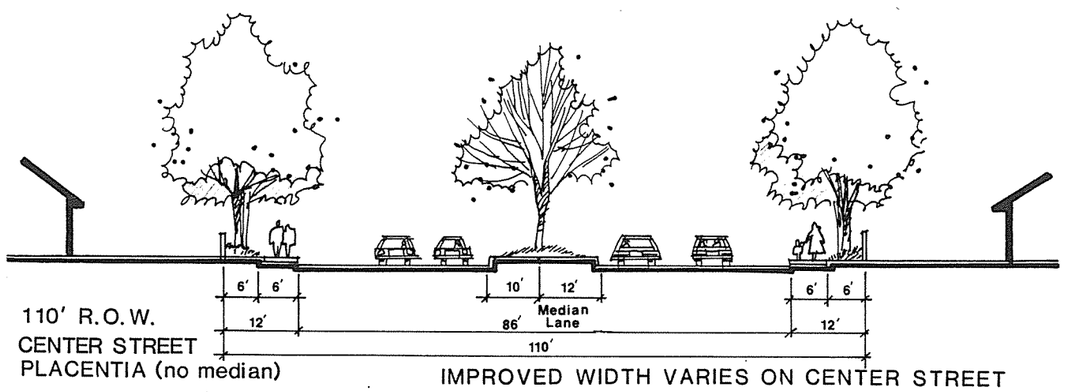
FLORIAN MARTINEZ ASSOCIATES

May Ranch

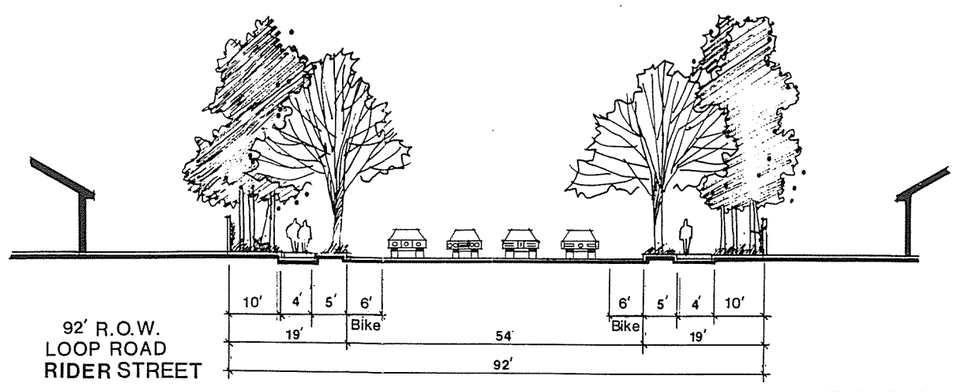
TYPICAL STREET CROSS-SECTION



EXPRESSWAY



ARTERIAL HIGHWAY



GRAPHIC REPRESENTATION ONLY
NOT FOR ADOPTION PURPOSES

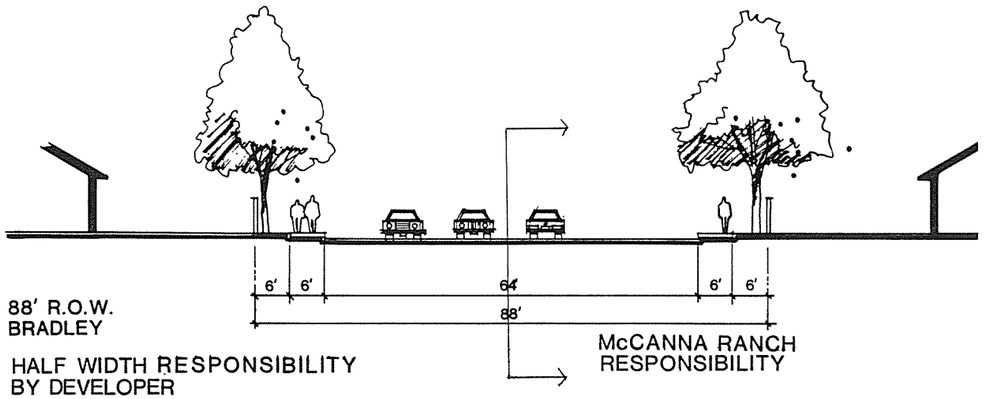
ARTERIAL ROAD

FIGURE 32

FLORIAN MARTINEZ ASSOCIATES

May Ranch

TYPICAL STREET CROSS-SECTION

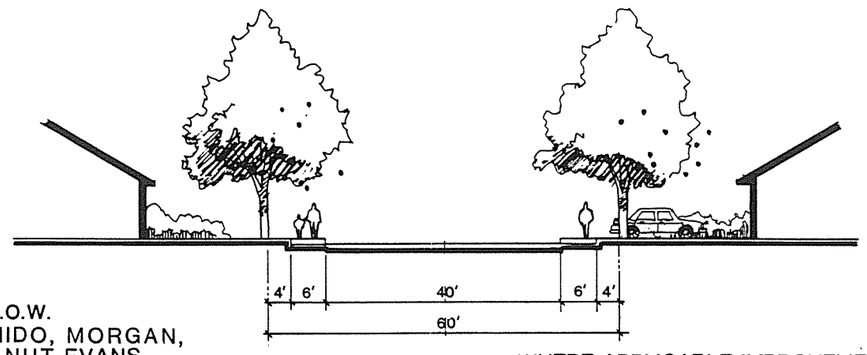


88' R.O.W.
BRADLEY

HALF WIDTH RESPONSIBILITY
BY DEVELOPER

McCANNA RANCH
RESPONSIBILITY

SECONDARY ROAD

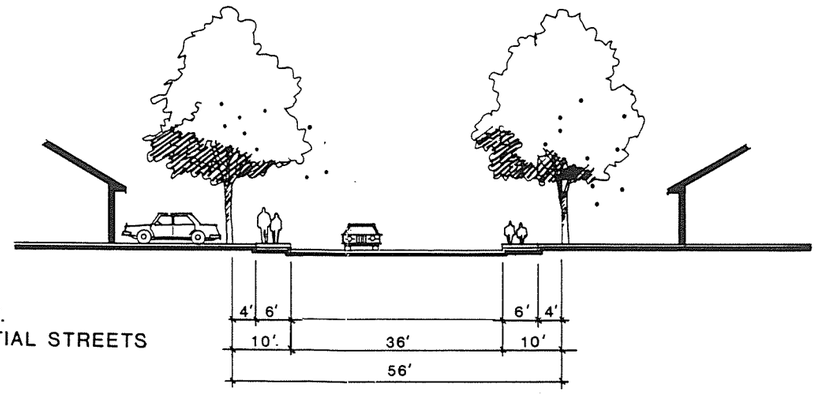


60' R.O.W.
EL NIDO, MORGAN,
WALNUT, EVANS

HALF WIDTH RESPONSIBILITY
BY DEVELOPER

WHERE APPLICABLE, IMPROVEMENT
TO 1/2 ROW

COLLECTOR STREET



56' R.O.W.
RESIDENTIAL STREETS

RESIDENTIAL STREET

GRAPHIC REPRESENTATION ONLY
NOT FOR ADOPTION PURPOSES

FIGURE 33

3.3 LANDSCAPING PLAN

3.3.1 APPROACH

As illustrated on Figure 34, Landscape Concept, project landscaping will play an important role in maintaining project design themes, while emphasizing community continuity.

3.3.2 PLAN DESCRIPTION

This section of the Specific Plan will provide a general description and development standards for the landscaping concept. Entry monumentation will provide initial definition for the site, and will be viewed when approaching the site from any direction. Once within the site, entry monumentation will continue to be present at key intersections. Monumentation will be developed in a hierarchial format from major project entry to neighborhood entries and will provide initial identification for each residential planning area, and the community as a whole.

Landscaping will be used to identify the hierarchy of the street system, from major access to interior residential streets through the creation of definitive landscaped corridors. This is accomplished by careful consideration of the relationship between street and plant materials characteristics such as size, form, texture, and color.

3.3.3 DEVELOPMENT STANDARDS

The Landscape Plan consists of landscape components that individually identify specific conditions of the plan and their coordinated landscape treatment. Collectively, all components are coordinated with the selection of building and plant materials that serve to reinforce the overall unified appearance of the community.

a. Entry Themes

The Primary Entry Monumentation (Figures 35 and 35A) proposes enhanced entry signage walls with low planter walls utilizing materials that are reflective of the colors, forms, and textures of the area. The landscaping will consist of turf, berms, flowering shrubs, groundcover, canopy trees, and vertical accent trees. The entry monumentation may be subject to refinements as development of the commercial areas occur. The Secondary Entry Monumentation, Primary Intersection Monumentation, and Neighborhood Monumentation (refer to Figures 35B through 35E) continue the landscaping themes throughout May Ranch and provide consistency in design as streets transition to neighborhood levels throughout the project site.

b. Landscape Parkways

The Landscape Parkway Design proposes a hierarchy of landscape treatment to identify the specific image of importance of roads servicing the project. Theme street trees will be planted to highlight the primary loop and collector roads serving the project along with flowering shrubs, groundcover, and canopy trees.

c. May Ranch Plant Palette

The plant palette for May Ranch is proposed to be comprised of the following:

TREES - EVERGREEN

Botanical Name	Common Name
Acacia baileyana	Bailey Acacia
Arbutus menziesii	Madrone
Brachychiton populneus	Bottle Tree
Casuarina stricta	Mountain She-Oak
Cedrus deodara	Deodar Cedar
Cinnamomum camphora	Camphor Tree
Eriobotrya deflexa	Bronze Loquat
Eucalyptus camaldulensis	Red Gum
Eucalyptus leucoxylon 'Rosea'	White Ironbark
Eucalyptus rudis	Desert Gum
Eucalyptus sideroxylon	Red Ironbark
Ficus rubiginosa	Rustyleaf Fig
Melaleuca linarifolia	Flax Leaf Paperbark
Nerium oleander	Oleander Standard
Olea europaea 'Fruitless'	Fruitless Olive
Pinus edulis	Pinon Pine
Pinus halepensis	Allepo Pine
Pinus pinea	Italian Stone Pine
Podocarpus gracilior	Fern Pine
Quercus agrifolia	Coast Live Oak
Quercus engelmannii	Mesa Oak
Quercus ilex	Holly Oak
Rhus lancea	African Sumac

TREES - DECIDUOUS

Botanical Name	Common Name
Albizia julibrissin	Silk Tree
Alnus rhombifolia	White Alder
Bauhinia variegata	Purple Orchid Tree
Brachychiton acerifolius	Australian Flame Tree
Fraxinus uhdei	Evergreen Ash
Fraxinus velutina 'Modesto'	Modesto Ash
Ginko biloba	Maidenhair Tree

TREES - DECIDUOUS (CONTINUED)

Botanical Name	Common Name
Gleditsia triacanthos	Honey Locust
Koelreuteria bipinnata	Chinese Flame Tree
Lagerstoemia indica	Crepe Myrtle
Liquidambar styraciflua	Sweet Gum
Liriodendron tulipifera	Tulip Tree
Pistacia chinensis	Chinese Pistache
Platanus acerifolia	London Plane Tree
Platanus occidentalis	American Sycamore
Platanus racemosa	California Sycamore
Populus fremontii	Fremont Cottonwood
Populus nigra 'Italica'	Lombardy Poplar
Prunus cerasifera 'Thundercloud'	Purple Leaf Plum
Pyrus calleryana 'Aristocrat'	Ornamental Pear
Pyrus calleryana 'Bradford'	Ornamental Pear
Pyrus kawakamii	Evergreen Pear
Quercus coccinea	Scarlet Oak
Robina idahoensis	Idaho Locust
Sophora japonica	Japanese Pagoda Tree

SHRUBS (LARGE TO MEDIUM)

Botanical Name	Common Name
Abelia 'Edward Goucher'	Edward Goucher Abelia
Acacia species	No Common Name
Ceanothus species	California Lilac
Cercis occidentialis	Western Redbud
Chaenomeles species	Flowering Quince
Cistus species	Rockrose
Cotoneaster species	Cotoneaster
Eleagnus pungens	Silver Berry
Eriogonum giganteum	St. Catherine's Lace
Escallonia fradesii	No Common Name
Euonymus japonica	Evergreen Euonymus
Fatsia japonica	Japanese Aralia
Feijoa sellowiana	Pineapple Guava
Forsythia intermedia	Forsythia
Ilex species	Holly
Juniprus species	Juniper
Leptospermum scoparium	New Zealand Tea Tree
Ligustrum japonicum	Japanese Privet
Magnolia soulangeana	Saucer Magnolia
Mahonia aquifolium	Oregon Grape
Nandina domestica	Heavenly Bamboo
Nerium oleander	Oleander
Osmanthus fragrans	Sweet Olive
Phormium tenax	Flax
Pittosporum tobira	Tobira

SHRUBS (LARGE TO MEDIUM)

Botanical Name	Common Name
Plumbago capensis	Cape Plumbago
Podocarpus macrophyllus	Yew Pine
Prunus caroliniana	Carolina Laurel Cherry
Pyracantha species	Firethorn
Raphiolepis species	Indian Hawthorn
Rhus ovata	Sugar Bush
Ribes sanguinium	Pink Winter Currant
Tecomaria capensis	Cape Honeysuckle
Viburnum tinus 'Spring Bouquet'	Laurustinus
Xylosma congestum	Xylosma

SHRUBS (SMALL)

Botanical Name	Common Name
Agapanthus africanus	Lily of the Nile
Ceanothus species	California Lilac
Clivia miniata	Clivia
Hemerocallis species	Day Lily
Juniperus species	Juniper
Lavandula angustifolia	English Lavender
Liriope gigantea	Lily Turf
Lonicera japonica 'Halliana'	Hall's Honeysuckle
Moraea bicolor	Fortnight Lily
Mahonia aquifolium 'Compacta'	Oregon Grape
Nandina domestica 'Compacta'	Compact Heavenly Bamboo
Nandina domestica 'Nana Compacta'	Dwarf Heavenly Bamboo
Nerium oleander 'Petite Pink'	Dwarf Oleander
Pittosporum tobira 'Wheelers Dwarf'	Dwarf Tobira
Ribes viburnifolium	Catalina Perfume
Tulbaghia violacea	Society Garlic
Xylosma congestum 'Compacta'	Compact Xylosma

VINES

Botanical Name	Common Name
Cissus antarctica	Kangaroo Treebine
Clytostoma callistegioides	Violet Trumpet Vine
Doxantha unguis-cati	Cat's Claw Vine
Gelsemium sempervirens	Carolina Jessamine
Jasminum mesnyi	Primrose Jasmine
Lonicera japonica	Japanese Honeysuckle
Parthenocissus tricuspidata	Boston Ivy
Wisteria floribunda	Japanese Wisteria

GROUNDCOVERS

Botanical Name	Common Name
Ajuga repans	Carpet Bugle
Baccharis pilularis 'Twin Peaks'	Coyote Bush
Campanula poscharskyana	Serbian Bellflower
Duchesnea indica	Indian Mock Strawberry
Gazania splendens 'Mitsuwa Yellow'	Gazania
Hedera helix	English Ivy
Hypericum calycinum	Aaron's Beard
Juniperus species	Juniper
Lonicera japonica 'Halliana'	Honeysuckle
Myoporum parvifolium	Myoporum
Pelargonium peltatum	Ivy Geranium
Potentilla species	Cinquefoil
Vinca minor	Dwarf Periwinkle

d. Community Parks

The final park plans for each of the three community parks shall be submitted prior to recordation of the first final map within each phase of development. Based upon the City's park dedication standard, the developer shall dedicate land and contribute park development improvements totalling $3,106,400.00 for the entire project site. Final parks shall be improved by the developer in accordance with the conceptual plans identified within the Specific Plan. However, in no event shall the developer be responsible for any park improvements that result in an excess contribution of $3,106,400.00 for all three community parks and the linear park.

(1) Community Park #1: Planning Area 7.

This nine gross acre community park (refer to Figure 11) proposes a variety of recreational activities including multi-purpose fields for softball and soccer, tot lot, picnic areas, and pedestrian trails. The landscaping in the park includes turf berms, shrubs and groundcover, accent trees, and buffering with evergreen tree massing at those locations adjacent to residential uses.

(2) Community Park #2: Planning Area 12.

This eight gross acre community park (refer to Figure 16) proposes provisions for activity areas including tot lot, informal open space to accommodate two softball fields, and picnic areas. Landscaping consists of turf berms, shrubs and groundcover, accent trees, and buffering with evergreen tree massing at those locations adjacent to residential uses.

(3) Community Park #3: Planning Area 21.

This ten gross acre community park (refer to Figure 24) proposes provisions for multi-purpose courts, picnic areas, and trails. Landscaping will consist of turf berms, shrubs and groundcover, canopy trees, and evergreen tree massing along the perimeter of the park.

e. Linear Park

The 14 gross acre linear park system (refer to Figures 36 and 37) proposes a passive area of natural open space/greenbelt with a minimum twelve-foot equestrian/hiking trail. This trail system shall serve as a link to planning areas within the project boundary and to adjacent, off-site, equestrian trails. Proposed landscaping will consist of turf, canopy trees, and evergreen massing along the perimeter, subject to MWD approval.

f. Signage (Figure 38)

(1) Project directional signage and all project graphics will be unique to May Ranch. Such signage will enhance and coordinate with project entries and intersection monumentation.

(2) The directory signage will provide project identification and directional information for all projects that will be marketed at May Ranch.

g. Community Walls and Fences (Figures 39 and 40)

(1) Continuity of development within the May Ranch Planned Community will be achieved by using common architectural treatments that define community theme walls, view fences, and monument entries.

h. Procedure

(1) All detailed landscaping programs for planning areas and roadways will be prepared by a qualified landscape architect for review by City staff.

(2) The landscaping design for the site will include trees, shrubs, and groundcover compatible with natural vegetation on-site, where feasible.

(3) Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas, or plans to mitigate an environmental impact for the stage of development, shall be submitted to the City Planning Department for approval. The improvement plans shall include, but not be limited, to the following:

(a) Final Grading Plan.

(b) Irrigation plans certified by a landscape architect.

(c) A landscaping plan with seed mixes for mulching and staking methods locations, type, size, and quantity of plantings.

(d) A hardscaping plan with location and type and quantity of potential recreational amenities/facilities.

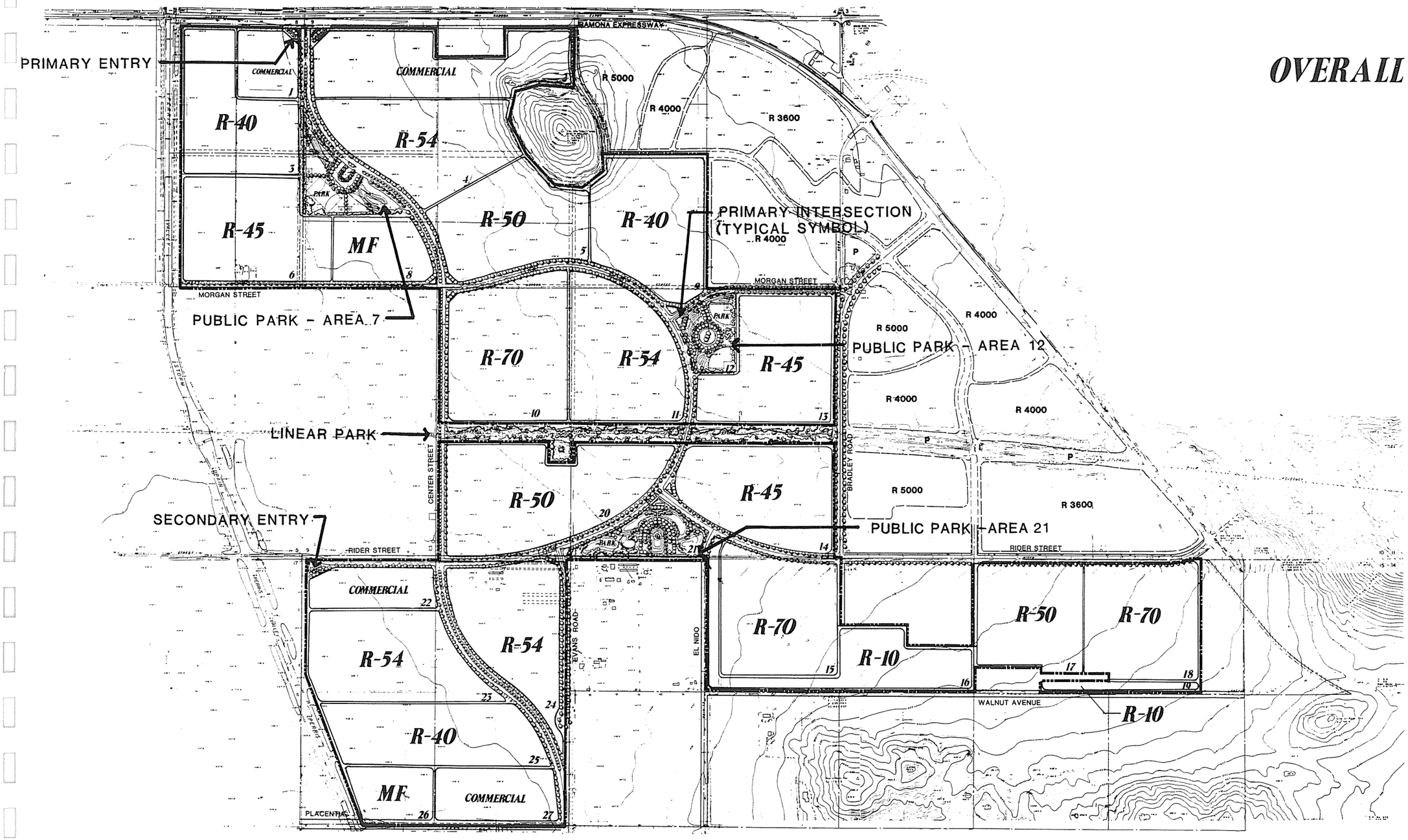
(e) Fence treatment plans.

(f) Special treatment/buffer area treatment plans.

(4) The applicant and/or developer shall be responsible for maintenance and upkeep of all slope planting, common landscaped areas, and irrigation systems until such time as these operations are the responsibility of the landscape maintenance district.

(5) At the time of recordation of any tentative subdivision which contains common greenbelt or open space areas, the subdivision shall have an assessment district or community service district/area established site-wide, which could include provisions for landscape maintenance.

OVERALL LANDSCAPE CONCEPT



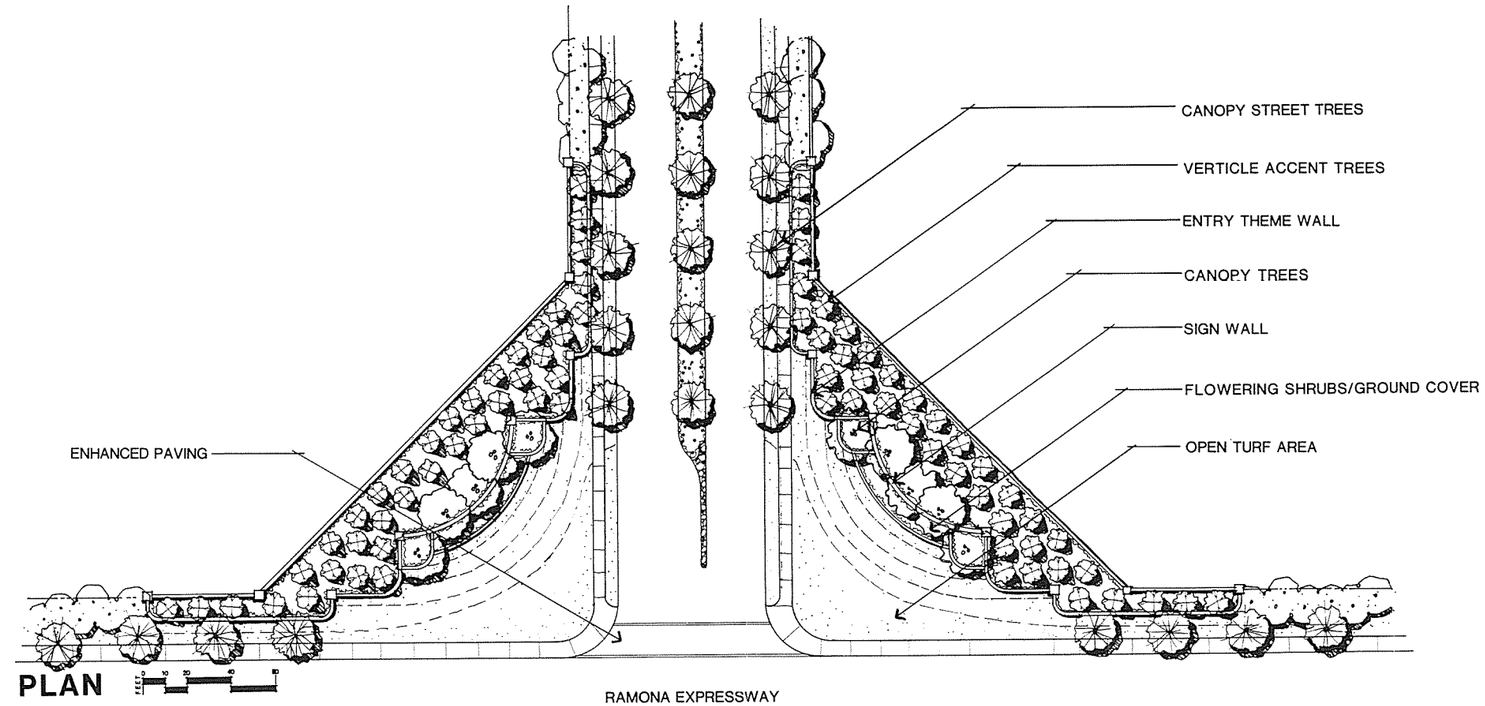
GRAPHIC REPRESENTATION ONLY
NOT FOR ADOPTION PURPOSES

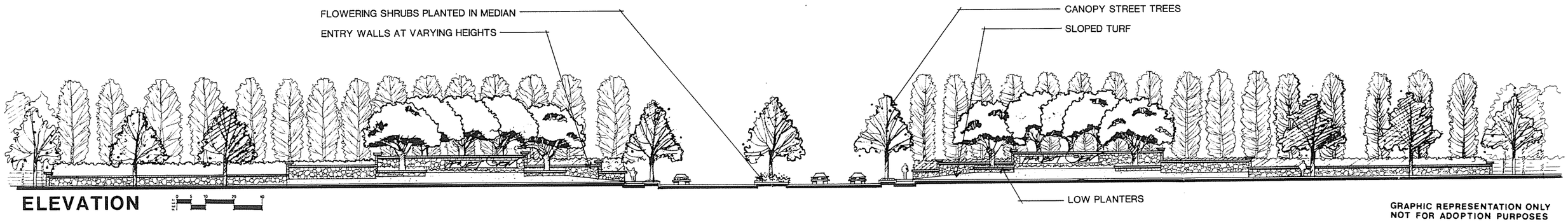
FIGURE 34

FLORIAN MARTINEZ ASSOCIATES

May Ranch

PRIMARY ENTRY MONUMENTATION





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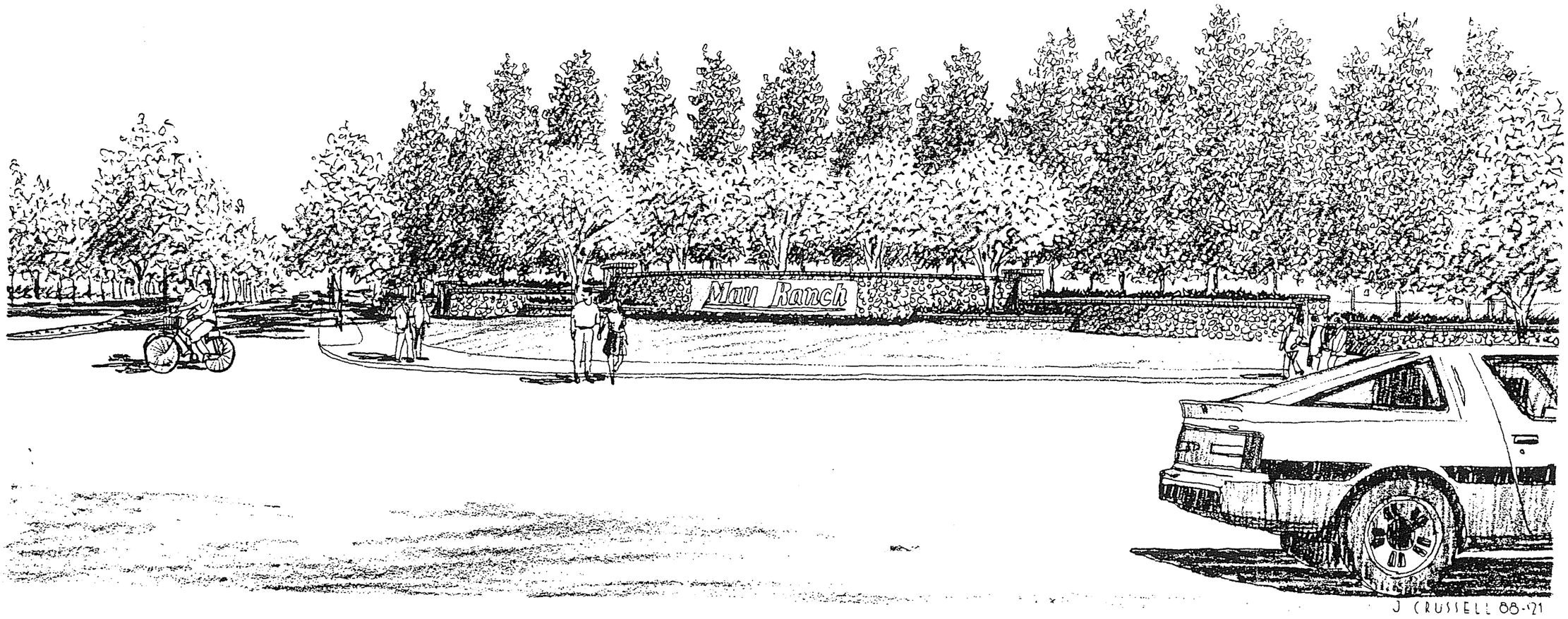
NOT FOR ADOPTION PURPOSES

FIGURE: 35

FLORIAN MARTINEZ ASSOCIATES

May Ranch

VIEW OF PRIMARY ENTRY



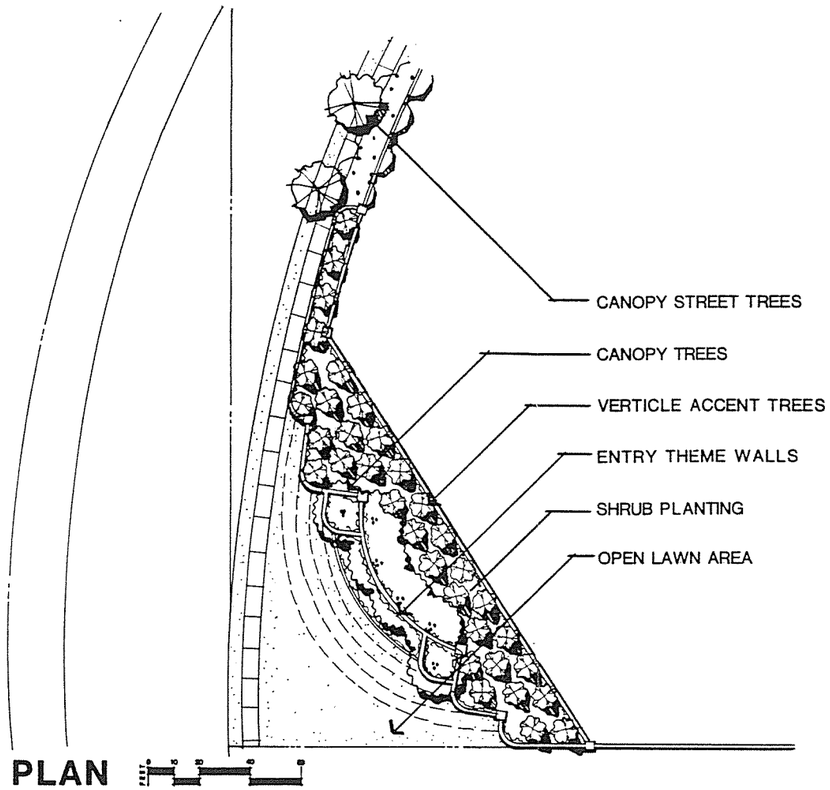
(From Ramona Expressway Looking S.W.)

FIGURE 35A

FLORIAN MARTINEZ ASSOCIATES

May Ranch

SECONDARY ENTRY MONUMENTATION



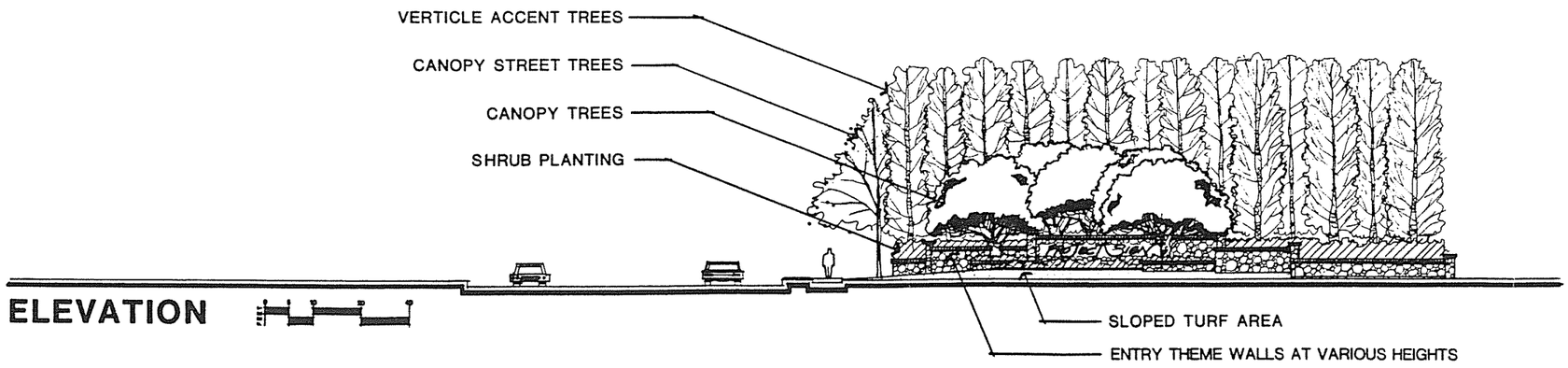
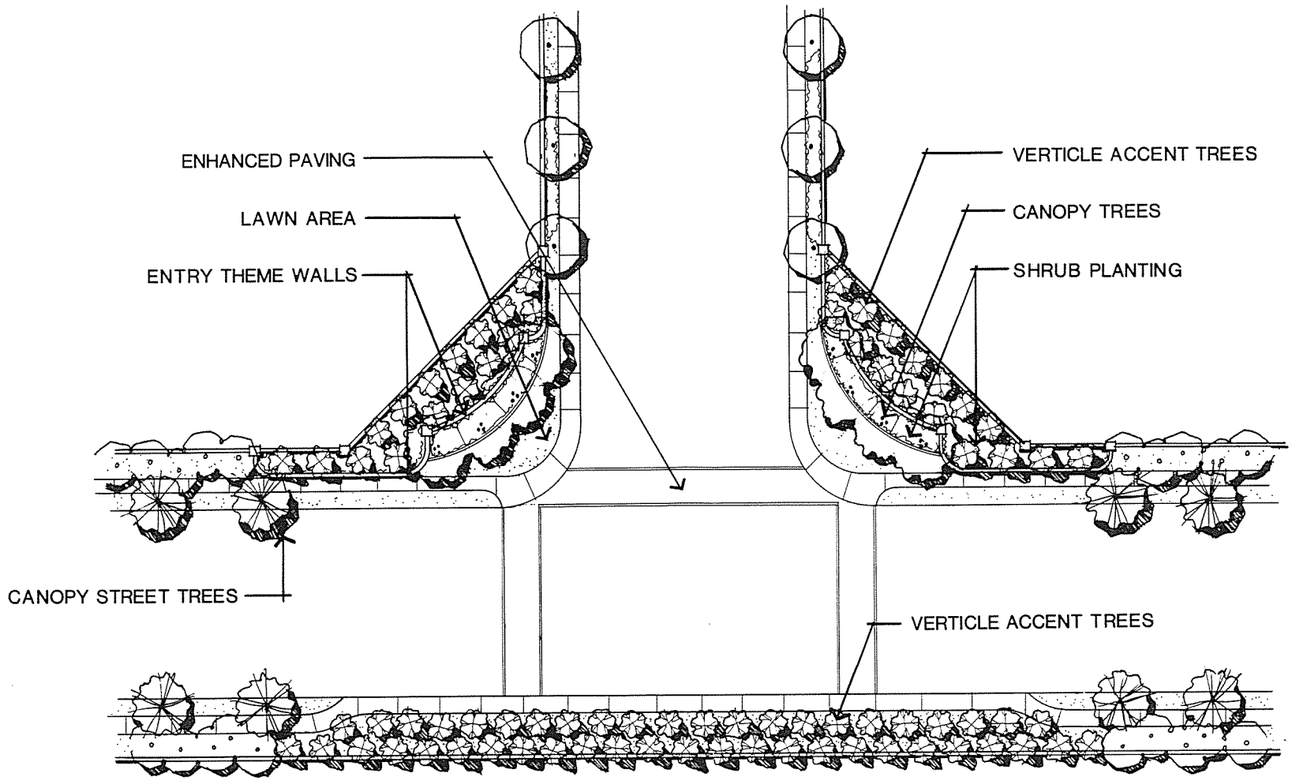
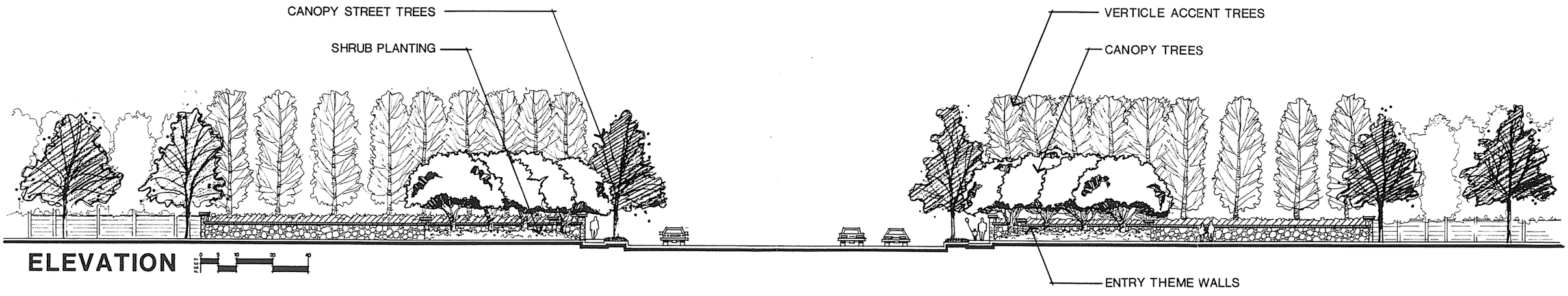


FIGURE 35B

PRIMARY INTERSECTION MONUMENTATION



PLAN



ELEVATION

FIGURE 35C

FLORIAN MARTINEZ ASSOCIATES

May Ranch

VIEW OF PRIMARY INTERSECTION

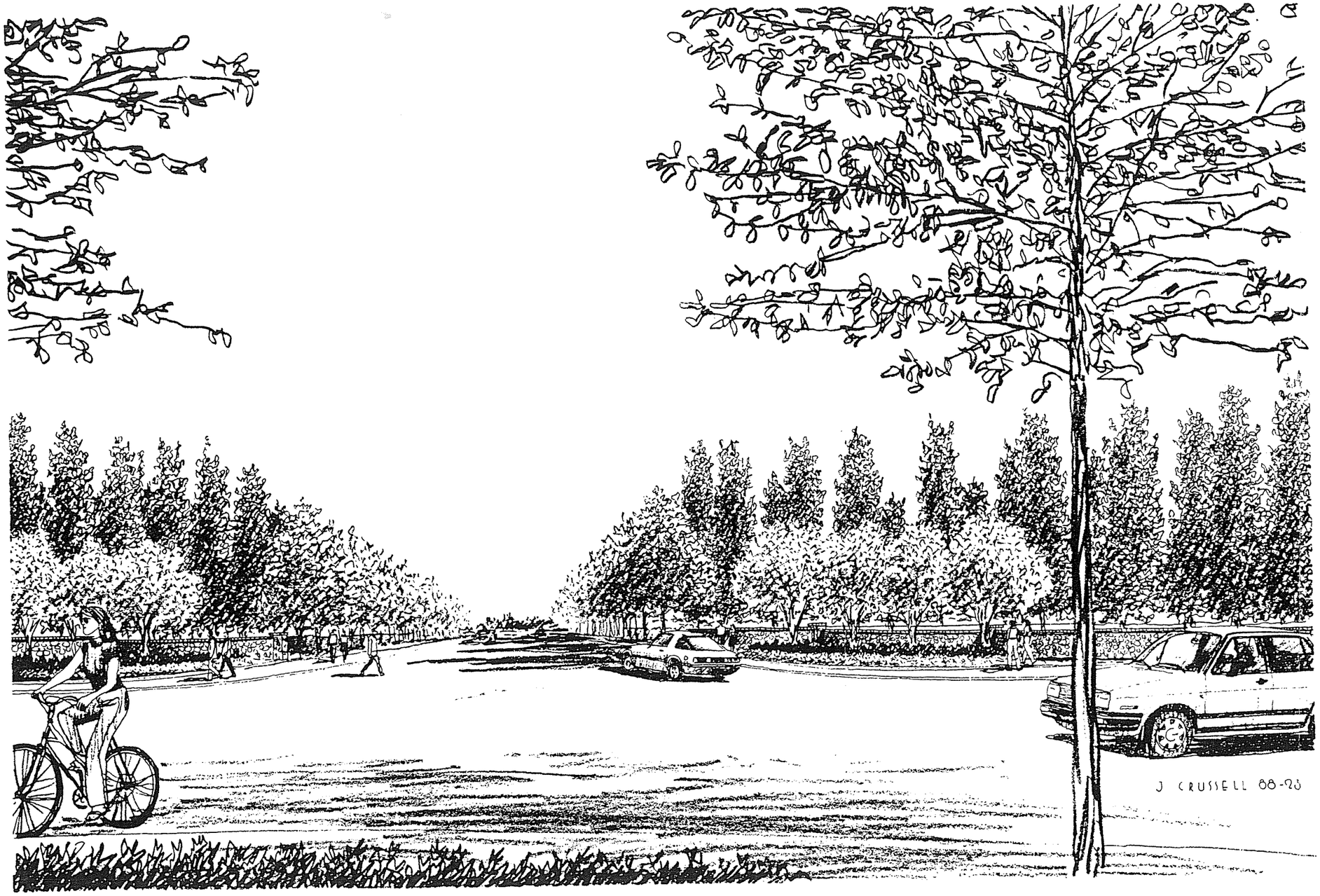
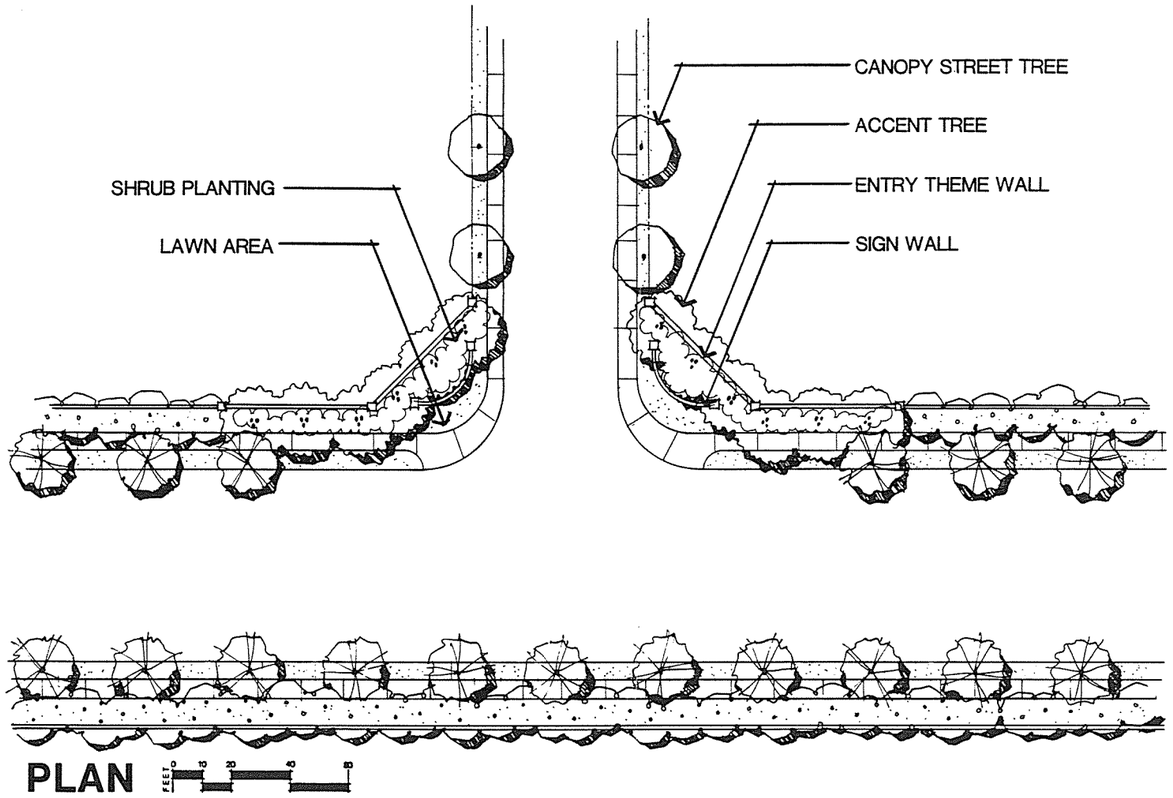


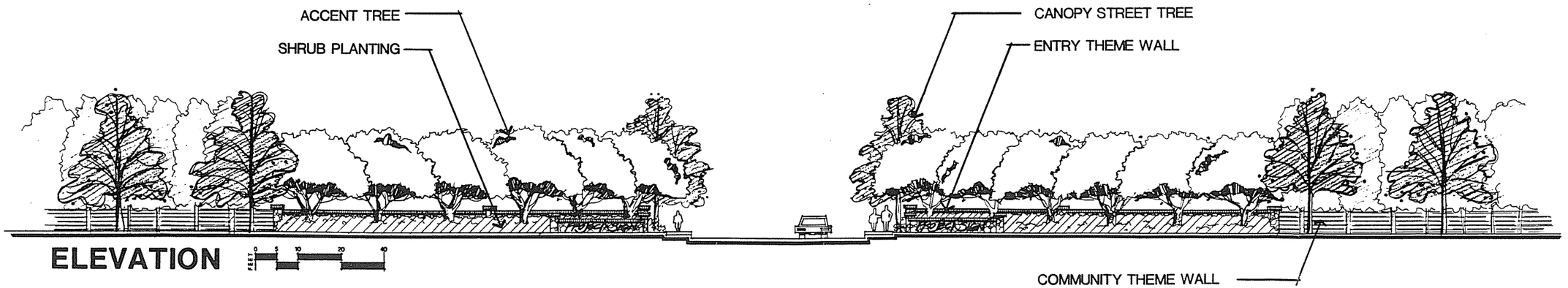
FIGURE 35D

FLORIAN MARTINEZ ASSOCIATES

May Ranch

NEIGHBORHOOD ENTRY MONUMENTATION





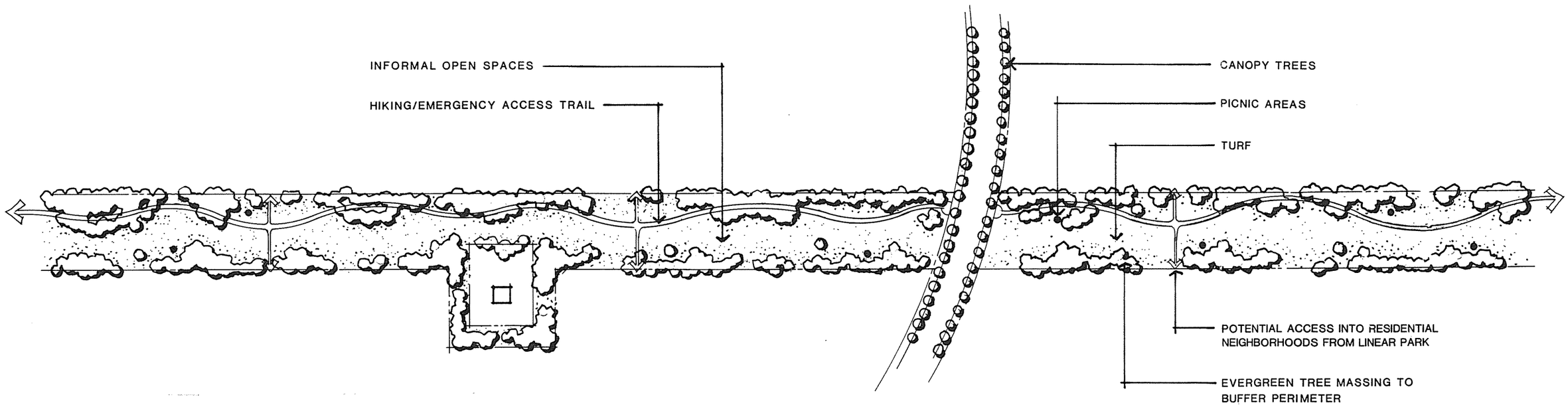
FLORIAN MARTINEZ ASSOCIATES

FEET 200 400' 600'

FIGURE 35E

May Ranch

LANDSCAPE CONCEPT
LINEAR PARK
14 AC



NOTE: LINEAR PARK SHALL BE SUBJECT TO APPROVAL BY THE MWD. SHOULD THE MWD NOT ALLOW IMPROVEMENTS AS PROPOSED, THE LINEAR PARK SHALL REMAIN OPEN SPACE. THE DEVELOPER SHALL THEN SECURE THE AREA WITHIN THE PROJECT TO RESTRICT ACCESS TO MWD PROPERTY.

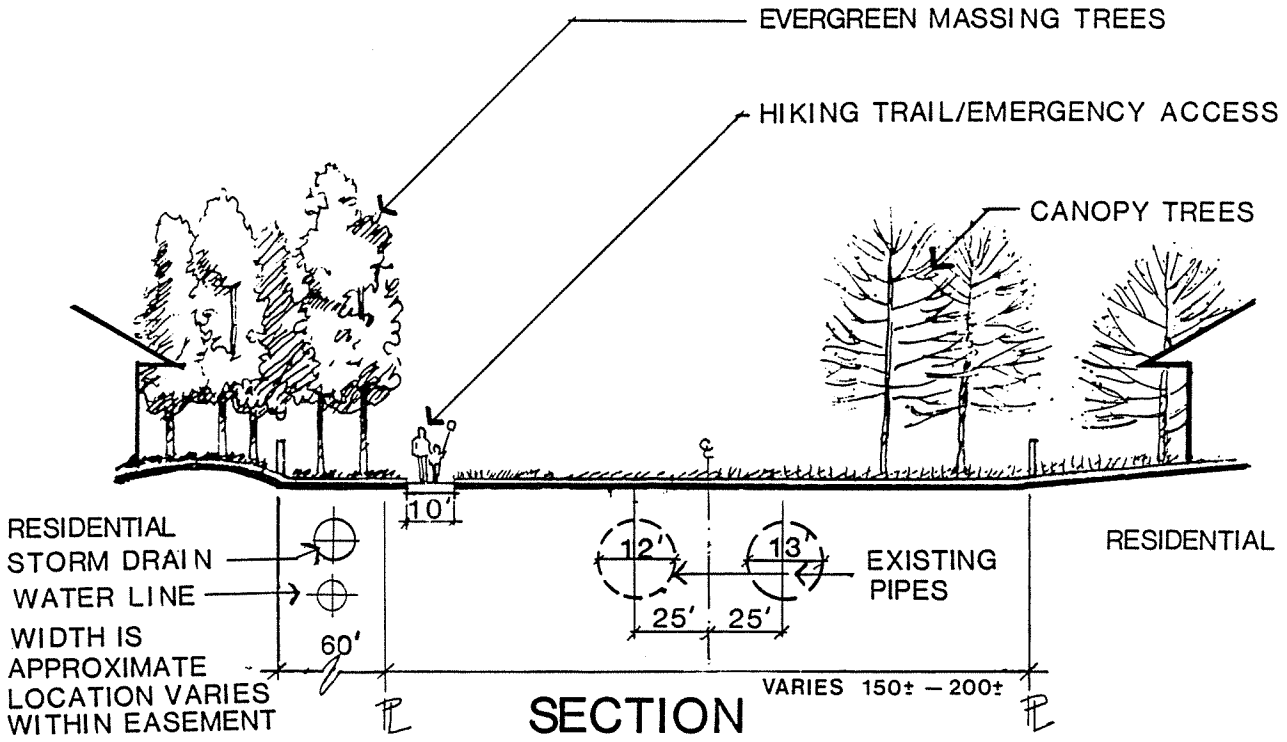
GRAPHIC REPRESENTATION ONLY
NOT FOR ADOPTION PURPOSES

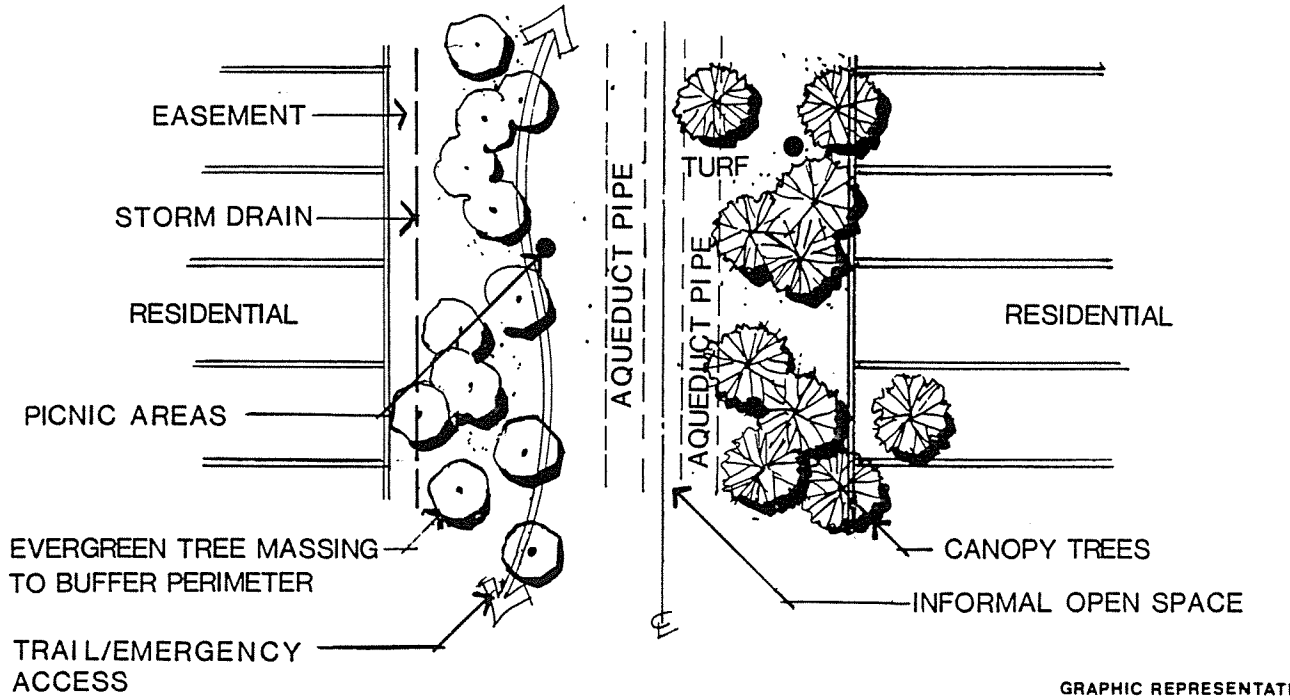
FIGURE: 36

FLORIAN MARTINEZ ASSOCIATES

May Ranch

LINEAR PARK CROSS-SECTIONS





GRAPHIC REPRESENTATION ONLY
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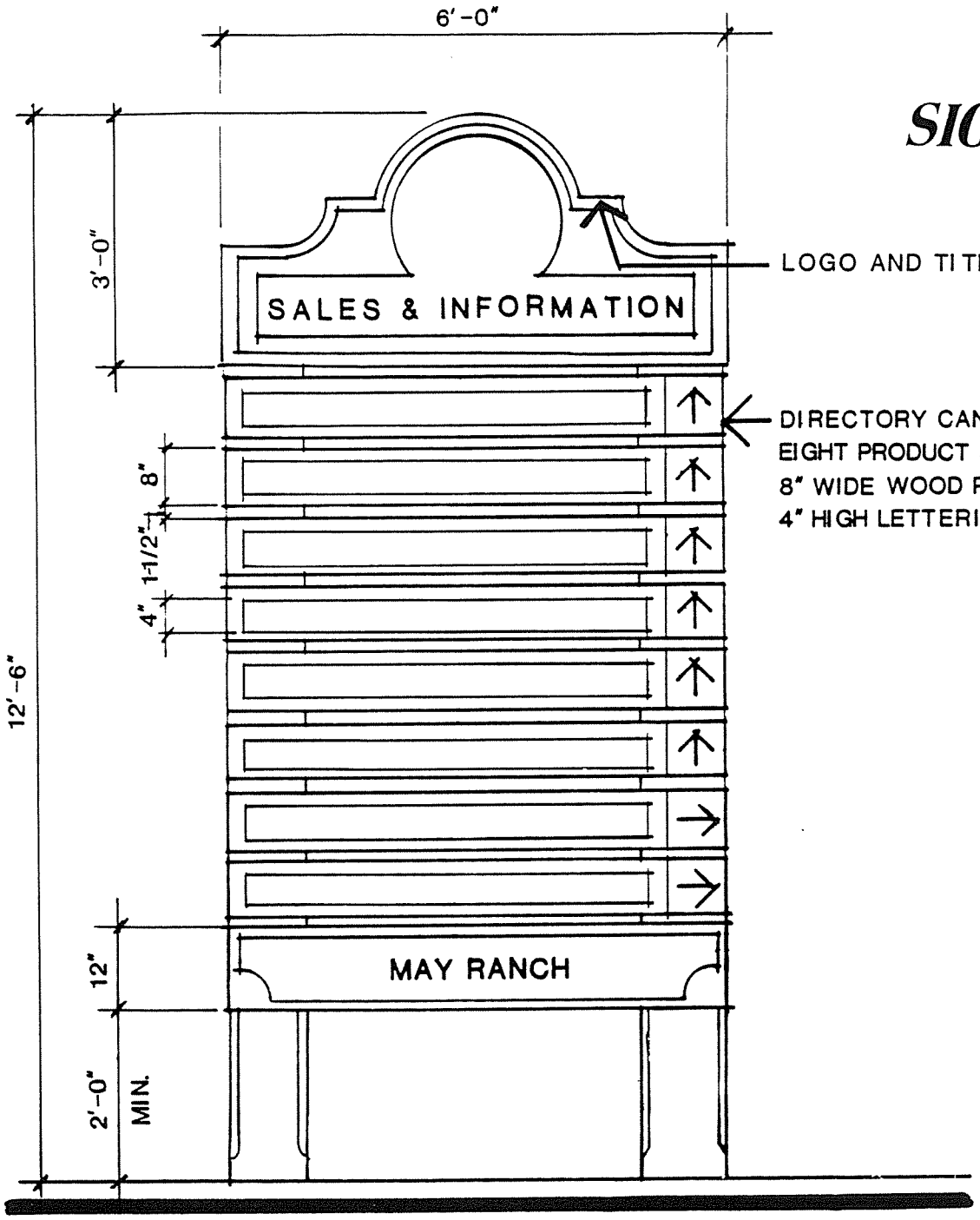
FIGURE: 37

SIGNAGE



PROJECT DIRECTORY SIGNAGE

SCALE: 1/2"= 1'-0"

GRAPHIC REPRESENTATION ONLY
NOT FOR ADOPTION PURPOSES

FIGURE: 38

COMMUNITY WALL AND FENCE

LEGEND

THEME WALL

VIEW FENCING

FLORIAN MARTINEZ ASSOCIATES

FEET 200' 400' 600'

FIGURE 39

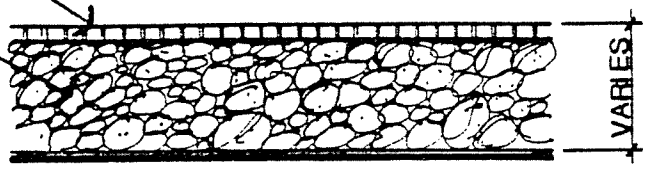
May Ranch

COMMUNITY WALL AND FENCE DETAIL

ENTRY WALL

BRICK CAP

STUCCO RIVER ROCK

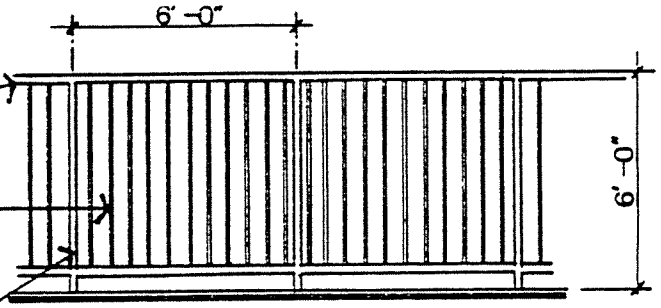


VIEW FENCING

2"x2" SQ. STEEL TUBING TOP & BOTTOM RAILS

1"x1" SQ. STEEL at 4" o.c.

2"x2" SQ. STEEL TUBING POSTS at 6'-0" o.c.

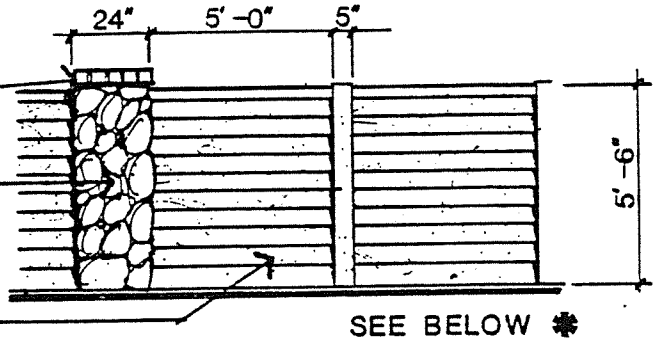


THEME WALL with PILASTER

BRICK CAP

6'-0" HIGH PILASTER WITH STUCCO RIVER ROCK FINISH

PRECAST CONCRETE PANEL AND POST SYSTEM WALL WITH WOODGRAIN TEXTURE AND INTEGRAL COLOR (DESIGNER CONCRETE SYSTEMS, INC.)



* ALONG LOOP ROAD PILASTERS ARE SPACED 50' o.c., AND ALONG ALL PROJECT BOUNDARIES, PILASTERS OCCUR AT BOUNDARY CORNERS ONLY.

FIGURE 40

3.4 DRAINAGE PLAN

3.4.1 APPROACH

May Ranch is currently maintained for agricultural activities and has minimal on-site drainage facilities. Storm drain facilities proposed include those storm drains proposed by the McCanna Ranch project.

3.4.2 PLAN DESCRIPTION

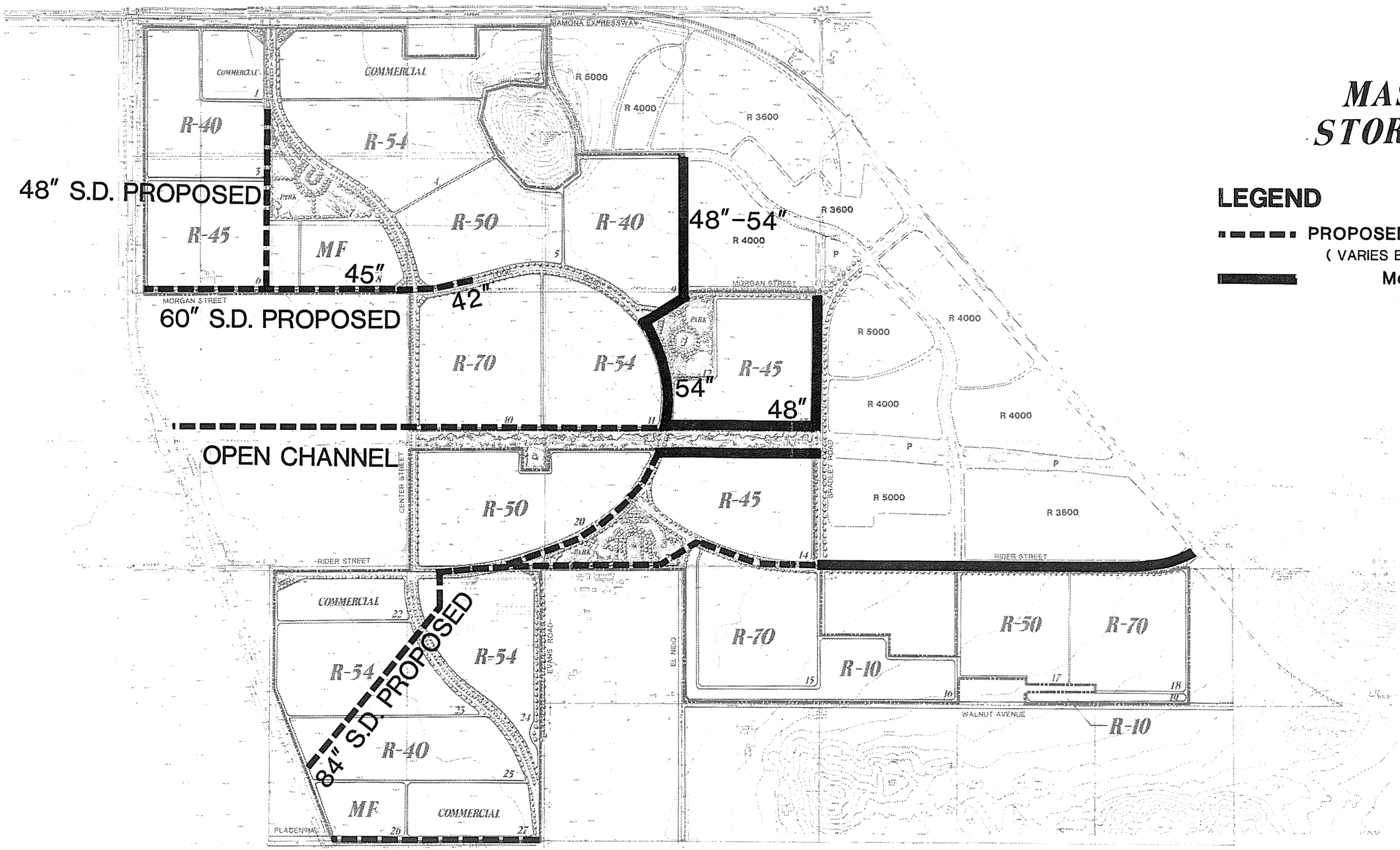
Figure 41 shows the Master Storm Drain System proposed for May Ranch. All storm drain systems shall discharge into the Perris Valley Storm Drain located on the western edge of the property.

3.4.3 DEVELOPMENT STANDARDS

The following design standards will be followed in preparation of the detailed design:

- Protect residential structures from damage from the 100 year storm.
- Safely discharge all flows leaving the property.
- Upon adoption of drainage plans by the Riverside County Flood Control, the system will be designed to meet all applicable standards of the City of Perris and Riverside County Flood Control.

MASTER PLAN STORM DRAINS



LEGEND

PROPOSED MASTER PLAN DRAIN
(VARIES BETWEEN 42"-84"S.D.)
McCANNA RANCH DRAIN

FIGURE 41

FLORIAN MARTINEZ ASSOCIATES

May Ranch

3.5 WATER AND SEWER PLAN

3.5.1 APPROACH

Although there are no sewers servicing the site, sewer service is currently available in the vicinity of May Ranch. The Eastern Municipal Water District (EMWD) is the agency responsible for serving the project area and have master planned a gravity sewer that will run in Morgan Street from Bradley Avenue to a proposed pump station on the north side of the MWD Aqueduct and the west side of the Perris Valley Storm Drain. From that point, the sewage will be pumped over the aqueduct and will flow south to a trunk line proposed for construction (Figure 42). The trunk line will connect to the Perris Valley Treatment and Reclamation Plant located approximately five miles south of the project site. The southerly portion of the project will be directed to this sewer main.

The Eastern Municipal Water District (EMWD) is the responsible agency for providing water service to the site and surrounding area (Figure 43). The EMWD obtains its water primarily from the Colorado River through the Metropolitan Water District. Additional water comes from Northern California via the Rose Water Project and local wells. The current water system includes 12-inch trunk lines in the Ramona Expressway, Bradley Avenue, and Rider Street.

3.5.2 PLAN DESCRIPTION

The Master Sewer Plan for May Ranch is divided into two areas separated by the Metropolitan Water District's Colorado River Aqueduct. The northerly portion of the project will have a collection system that is proposed to consist of 8-inch and 12-inch collector lines discharging to an 15-inch trunk sewer line in Morgan Street. The sewage will flow in a westerly direction through the trunk line in Morgan Street and will then be pumped over the aqueduct into a gravity flow main to ultimately connect to the Perris Valley Treatment Plant. The southerly portion of the project will also have a collection system consisting of 8-, 10-, and 12-inch collector lines, that discharge to a 15-inch trunk sewer line to be built to the Perris Valley Reclamation and Treatment Plant.

3.5.3 DEVELOPMENT STANDARDS

The following design standards will be followed in preparation of the detailed design:

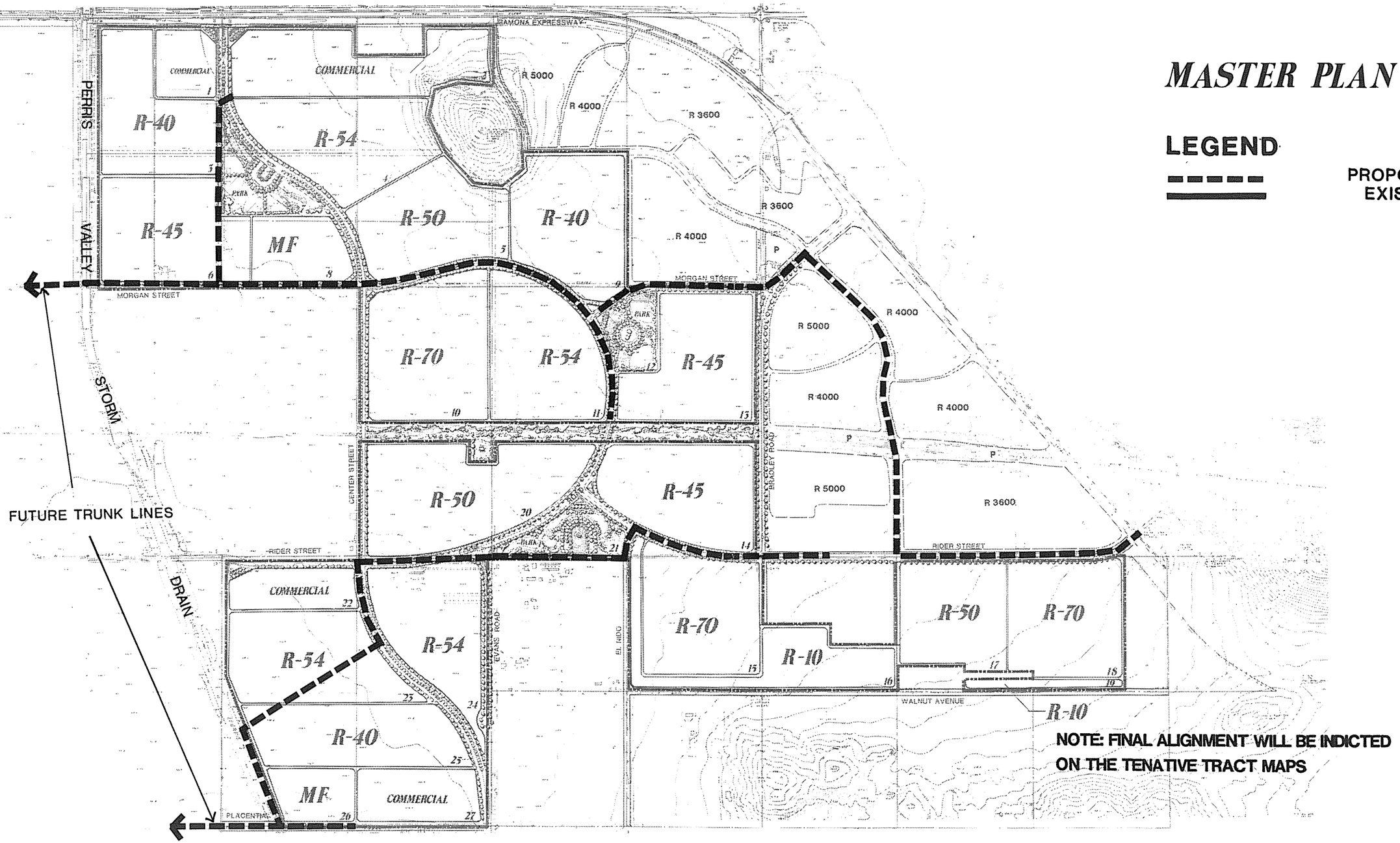
- All lines will be designed per EMWD and MWD requirements.
- The infrastructure system will be designed and installed to meet the requirements of the City of Perris Engineering Department, subject to adoption of the Master Plan of Sewers by EMWD.

- Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department.

- The applicant shall participate in a domestic water program with Eastern Municipal Water District to upgrade/extend domestic water to the project site.

- The developer shall participate in financing the costs of all sewage. transmission, treatment, and disposal facilities to serve the specific plan area as required by EMWD.

MASTER PLAN SEWER



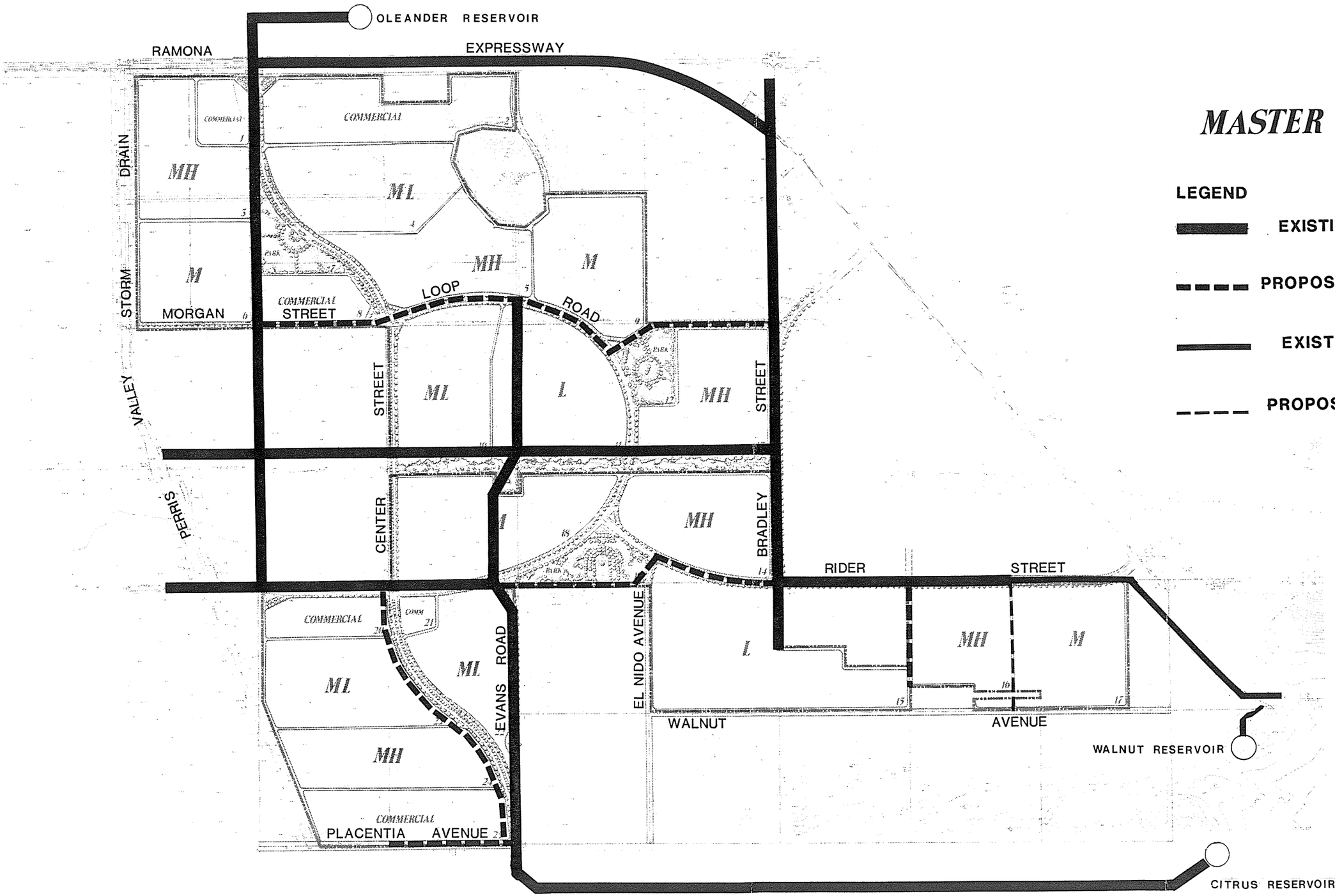
15" TRUNK LINES TO BE CONSTRUCTED AND CONNECTED TO THE PERRIS VALLEY TREATMENT PLANT

FIGURE 42

FLORIAN MARTINEZ ASSOCIATES

May Ranch

MASTER PLAN WATER



LEGEND

- EXISTING (LOWER PRESSURE ZONE)
- PROPOSED (LOWER PRESSURE ZONE)
- EXISTING (UPPER PRESSURE ZONE)
- PROPOSED (UPPER PRESSURE ZONE)

FIGURE: 43

FLORIAN MARTINEZ ASSOCIATES

May Ranch

3.6 PHASING PLAN

3.6.1 APPROACH

The purpose of a phasing plan is to schedule development of property in line with market demand, the need for services, and economic concerns. Constructing the entire project at one time would not be feasible. Instead, construction and development phasing occur simultaneously so that sales expenditures for improvements can be balanced with revenues generated by sales of lots and homes. As each phase is built, supporting infrastructure and services are also constructed to provide for the needs of the new residents. It is anticipated that buildout will be achieved in approximately ten years. Population growth within the area should be sufficient to support commercial development in about four years.

3.6.2 PHASING PLAN - LAND USE

Figure 44 is a graphic representation of the Phasing Plan for May Ranch as follows:

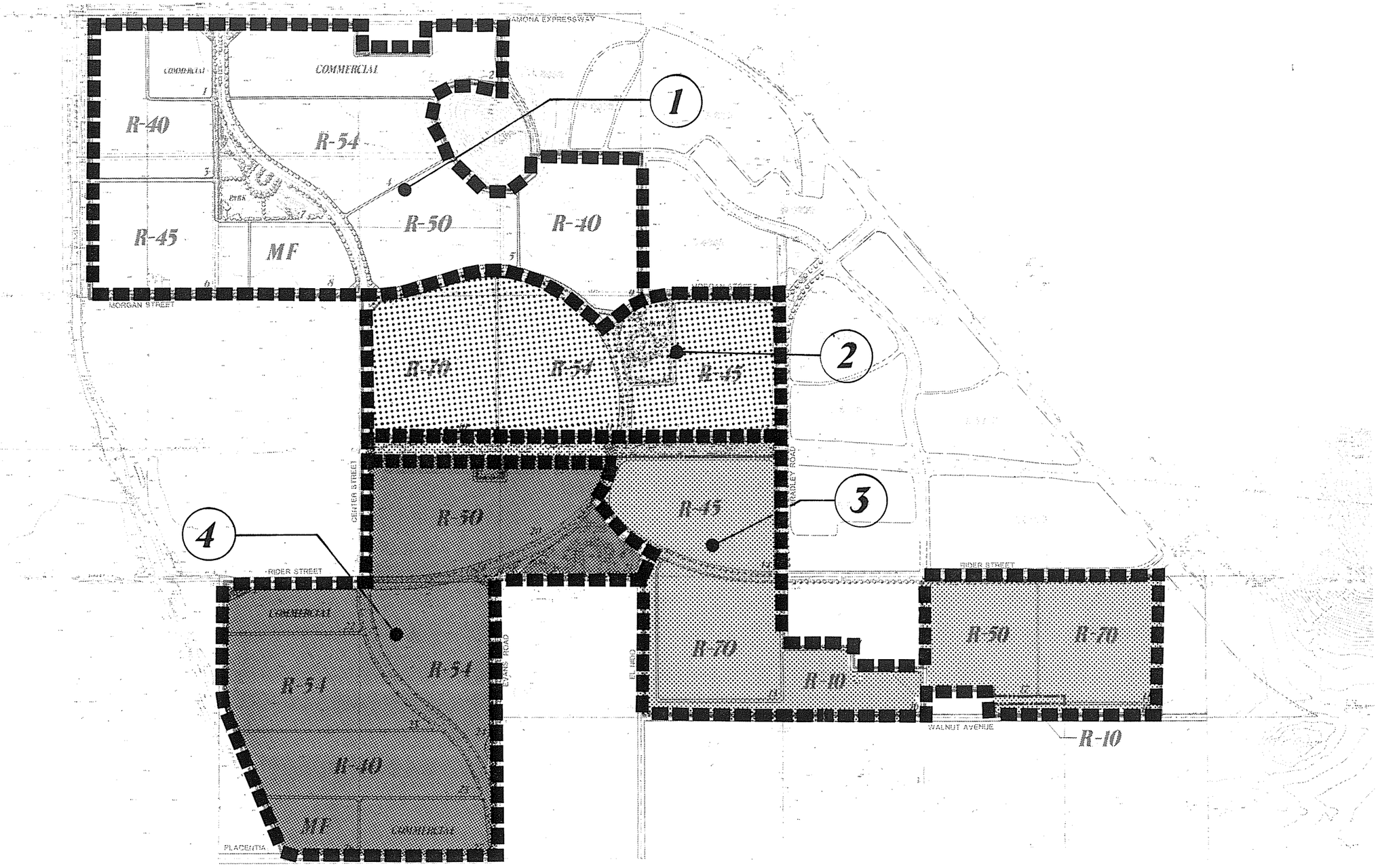
a. Phase 1: This phase incorporates the most northerly portion of May Ranch. It will provide the prototypical housing types in the R-4,000, R-4,500, R-5,000, R-5,400 and multi-family residential zones. The major entry monumentation will be developed and Community Park #1 is included in this phase. Supporting infrastructure for the residential area will be constructed at the same time. Commercial development may occur if market trends warrant it at the time.

b. Phase 2: This phase incorporates the middle section of the site, south of Phase 1. It will include the R-4,500, R-5,000, and R-7,000 residential types. Community Park #2 will be provided during Phase 2. Supporting infrastructure will also be provided.

c. Phase 3: This phase incorporates the most southeasterly portion of May Ranch. It will include further construction of R-4,500, R-5,000, R-7,000 and R-10,000 residential types. The Linear Park will be part of this phase if approved by the MWD.

d. Phase 4: The final phase incorporates the southwestern portion of the site. It will complete construction of the project with R-4,000, R-5,000, R-5,400 and multi-family residences. Commercial development is most likely to occur during this phase. Community Park #3 will be provided in this phase as well.

PHASING PLAN



PHASE ONE

RESIDENTIAL	ACRES	D.U.
R-4000	70	525
R-4500	30	217
R-5000	33	198
R-5400	41	231
MULTI-FAMILY	13	195
COMMERCIAL	43	
PARK	9	
SUB-TOTAL	**239**	**1,366**

PHASE TWO

RESIDENTIAL	ACRES	D.U.
R-4500	36	252
R-5400	37	203
R-7000	43	172
PARK	8	
SUB-TOTAL	**124**	**627**

PHASE THREE

RESIDENTIAL	ACRES	D.U.
R-4500	40	280
R-5000	25	150
R-7000	64	256
R-10000	30	97
LINEAR PARK	14	
SUB-TOTAL	**173**	**783**

PHASE FOUR

RESIDENTIAL	ACRES	D.U.
R-4000	30	232
R-5000	50	300
R-5400	72	35
MULTI-FAMILY	12	180
COMMERCIAL	34	
PARK	10	
SUB-TOTAL	**208**	**1,107**
TOTAL	**744**	**3,883**

FIGURE 44

3.6.3 PHASING PLAN - CIRCULATION

Figure 45 is a graphic representation of the Circulation Phasing Plan. Improvements to the circulation system will be developed as shown on Figures 32 and 33, typical street cross-sections. The circulation system will be constructed separately from development phasing.

a. Phase 1: This phase provides for the development of a half-width of Ramona Expressway along the northern property edge. The main arterial, Center Street, from Ramona Expressway to Morgan Street (west portion)/Loop Road will be developed. Loop Road will be constructed at full width from Center Street to Morgan Street (east portion). A half-width of Morgan Street (west portion) from Center Street until its western terminus within the project will be provided. That portion of Morgan Street adjacent to Community Park #2 between Loop Road and the McCanna Ranch boundary will be developed at full width. The remainder of the eastern portion of Morgan Street along the boundary line to the edge of the May Ranch property will be developed at half width.

b. Phase 2: In Phase 2, Loop Road will be extended from Morgan Street (east portion) south to the proposed Rider Street alignment at full width. Rider Street will be developed from Loop Road east to Bradley at full width, and from Bradley to the Ramona Expressway at half width. Additionally, a half-width right-of-way of Bradley Street adjacent to the east property boundary will be developed from Rider Street north to Morgan Street.

c. Phase 3: Phase 3 will develop a full-width R.O.W. of that portion of El Nido Avenue adjacent to Community Park #3. A half-width R.O.W. of El Nido from the Community Park #3 boundary south to Walnut will be constructed and will continue as a half-width of Walnut east to the eastern most property boundary. That portion of Loop Road adjacent to Community Park #3 will be developed at full width.

d. Phase 4: Center Street will be constructed at half-width from the aqueduct to the southerly intersection at Loop Road and where it runs along the property line and adjacent to Planning Area 27. Center Street will be developed at full-width for that portion located south of the intersection at Loop Road and adjacent to Planning Areas 22, 23, 24, and 25. Loop Road will be completed at full-width from its continuation point at Community Park #3 to Center Street. From Center Street going west to the Perris Valley Storm Drain, Loop Road will be improved at half-width. A half-width R.O.W. of Evans Road will be completed from Loop Road to its terminus near the May Ranch property boundary. A half-width R.O.W. of Placentia Avenue at the southern portion of the project boundary will also be constructed. The cul-de-sac or unnamed street which parallels the southern edge of Community Park #3 will be constructed.

PHASING PLAN
CIRCULATION

PHASE ONE
PHASE TWO
PHASE THREE
PHASE FOUR

RAMONA EXPRESSWAY
HALF WIDTH
COMMERCIAL
R-40
R-54
FULL WIDTH
R-45
MF
R-50
R-40
LOOP ROAD
MORGAN STREET
HALF WIDTH
FULL WIDTH
PERRIS VALLEY STORM DRAIN
R-70
R-54
R-45
CENTER STREET
HALF WIDTH
BRADLEY STREET
HALF WIDTH
R-50
FULL WIDTH
FULL WIDTH
RIDER STREET
HALF WIDTH
FULL WIDTH
FULL WIDTH
HALF WIDTH
COMMERCIAL
R-54
FULL WIDTH
R-54
EVANS ROAD
HALF WIDTH
EL NIDO AVENUE
HALF WIDTH
R-70
R-10
R-50
R-70
R-40
HALF WIDTH
WALNUT AVENUE
R-10
MF
COMMERCIAL
PLACENTIA AVENUE
HALF WIDTH
HALF WIDTH
PLACENTIA

FLORIAN MARTINEZ ASSOCIATES
FEET 200' 400' 600'

FIGURE 45

May Ranch

3.7 GRADING CONCEPT PLAN

3.7.1 APPROACH

The May Ranch site slopes almost imperceptibly southwesterly, toward the Perris Valley Storm Drain and is essentially flat. The grading for the Specific Plan is intended to elevate development areas above the limits of the 100-year flood plain if development of the initial phase commences prior to the construction of proposed Perris Valley Storm Drain improvements.

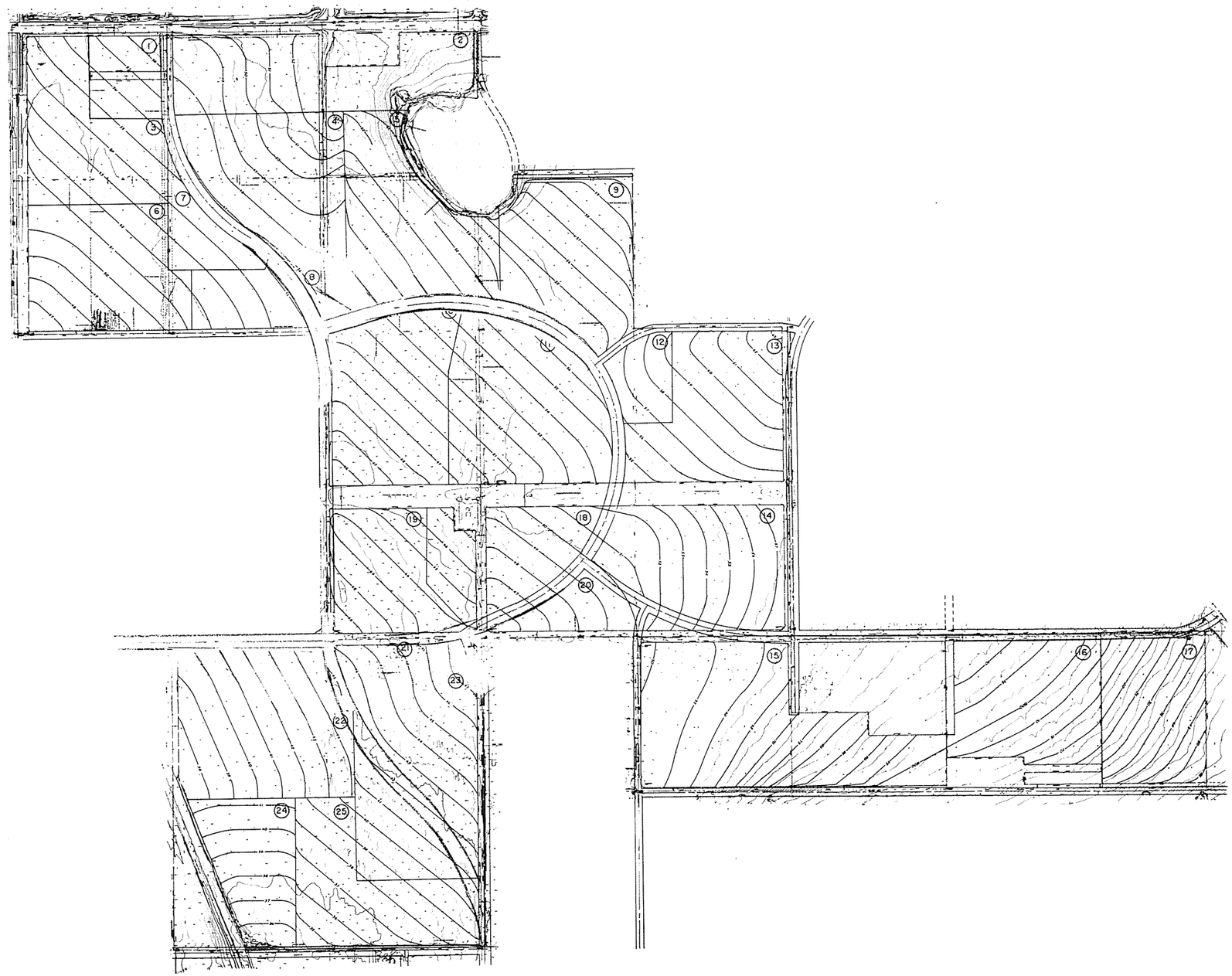
3.7.2 PLAN DESCRIPTION

Figure 46 shows the Grading Concept Plan proposed. The grading operation for the project is intended to avoid the need for import or export of materials. A precise grading plan will be prepared prior to final map recordation.

3.7.3 DEVELOPMENT STANDARDS

All grading within the Specific Plan shall be performed in accordance with today's existing and appropriate City of Perris policies and guidelines.

GRADING PLAN



NATURAL

CONTOUR

FIGURE: 46

SOURCE: PSOMAS & ASSOCIATES

FLORIAN MARTINEZ ASSOCIATES

May Ranch

3.8 PLANNING AREA DEVELOPMENT STANDARDS

Provisions for flexibility are built into this Specific Plan to allow for future transfer of residential dwelling units within individual planning areas (as referenced in Section 3.1). However, the total count of single-family detached units within the project will not exceed the total number of residential units planned.

3.8.1 R-10,000 RESIDENTIAL STANDARDS

Purpose and Intent. The R-10,000 Residential Zone is intended primarily for one-family detached dwellings on conventional residential subdivision lots. All lots are to be privately owned and maintained without the creation of a homeowners association.

a. Uses Permitted. The following general uses shall be permitted in the R-10,000 Residential Zone:

   (1) Single-family detached dwellings.

b. Accessory Uses. The following accessory buildings and uses customarily incidental to any of the above uses shall be permitted in the R-10,000 Residential Zone:

   (1) Arbors, trellises, gazebos, and similar shade structures of open construction.

   (2) Fences and walls.

   (3) Garages.

   (4) Patio covers.

   (5) Swimming pools and spas.

   (6) Home occupations.

   (7) Pedestrian and bicycle trails.

   (8) Tennis and racquet courts.

   (9) Guest and/or maid quarters.

c. Temporary Uses Permitted. The following temporary uses are permitted in the R-10,000 Residential Zone:

   (1) Christmas Tree and Halloween pumpkin sales with approval of a Temporary Use Permit by the City of Perris Planning Department.

   (2) Temporary construction facility during construction.

(3) Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision.

d. Development Standards.

(1) **Maximum Structure Height:** One- and two-story structures not to exceed 35 feet.

(2) **Minimum Lot Size:** Lot area shall not be less than 9,500 square feet with a planning area average not less than 10,000 square feet.

(3) **Maximum Building Coverage:** Site coverage of all structures, including accessory structures, shall not exceed 70 percent.

(4) **Street Frontage:** The minimum frontage of a lot shall be 80 feet. On cul-de-sac lots, the 80 foot width can be averaged achieved at the midpoint of the lot with a minimum of 30 feet frontage at the street right-of-way.

(5) **Minimum Lot Width:** The minimum average lot width of that portion of a lot used as a building site shall be 80 feet.

(6) **Setbacks:**

(a) Front Yard: The front yard shall not be less than 20 feet, measured from the back of sidewalk.

(b) Side Yard(s): Side yards on interior and through lots shall be not less than three feet from the nearest property line. Side yards on corner and reverse corner lots shall not be less than 10 feet from the existing street right-of-way line or any future street line as shown per any approved tract map.

(c) Rear Yard: The rear yard shall not be less than 15 feet average. Patio covers may extend to within five feet of the rear property line.

(d) Garages with direct access shall be set back 20 feet minimum from the garage door to the back of sidewalks.

Garages or carports with turn-in access shall provide a minimum of 20 feet from the garage door to the nearest point on the driveway that contacts the back of the sidewalk (provided that such garages or carports shall be set back a minimum of 10 feet).

e. Density Regulations.

(1) No lot shall be occupied by more than one dwelling unit with the exception of those uses listed under "Permitted Uses".

(2) Each dwelling unit shall have a minimum living floor area of 1,750 square feet, including walls and excluding the garage and accessory uses.

f. Special Regulations.

No mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator shall be erected, constructed, maintained, or altered anywhere on the premises unless all such equipment and appurtenances are screened from public view by landscaping, walls, fences, and/or architectural structures. All fences, walls, and structures shall be of similar and compatible construction and appearance to the main building. This provision excludes chimneys and similar architectural elements, which are specifically permitted. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

g. Automobile Storage Space.

(1) A minimum of two spaces shall be provided per dwelling unit in an enclosed garage.

(2) No vehicle shall be stored in any required front setback area of a residential lot. Additionally, stored vehicles must be reasonably screened from view. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

h. A thematic architectural style is required in order to provide a unique focal point for the community, subject to the May Ranch Community Architectural Guidelines or City approval.

3.8.2 R-7,000 RESIDENTIAL STANDARDS

Purpose and Intent. The R-7,000 Residential Zone is intended primarily for one-family detached dwellings on conventional residential subdivision lots. All lots are to be privately owned and maintained without the creation of a homeowners association.

a. Uses Permitted. The following general uses shall be permitted in the R-7,000 Residential Zone:

(1) Single-family detached dwellings.

b. Accessory Uses. The following accessory buildings and uses customarily incidental to any of the above uses shall be permitted in the R-7,000 Residential Zone:

(1) Arbors, trellises, gazebos, and similar shade structures of open construction.

(2) Fences and walls.

(3) Garages.

(4) Patio covers.

(5) Swimming pools and spas.

(6) Home occupations.

(7) Pedestrian and bicycle trails.

(8) Tennis and racquet courts.

c. Temporary Uses Permitted. The following temporary uses are permitted in the R-7,000 Residential Zone:

(1) Christmas Tree and Halloween pumpkin sales with approval of a Temporary Use Permit by the City of Perris Planning Department.

(2) Temporary construction facility during construction.

(3) Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision.

d. Development Standards.

(1) **Maximum Structure Height:** One- and two-story structures not to exceed 35 feet.

(2) **Minimum Lot Size:** Lot area shall not be less than 6,650 square feet with a planning area average not less than 7,000 square feet.

(3) **Maximum Building Coverage:** Site coverage of all structures, including accessory structures, shall not exceed 60 percent.

(4) **Street Frontage:** The minimum frontage of a lot shall be 60 feet. On cul-de-sac lots, the 60 foot width can be averaged achieved at the midpoint of the lot with a minimum of 30 feet frontage at the street right-of-way.

(5) **Minimum Lot Width:** The minimum average lot width of that portion of a lot used as a building site shall be 60 feet.

(6) **Setbacks:**

(a) Front Yard: The front yard shall not be less than 20 feet measured from the back of sidewalk.

(b) Side Yard(s): Side yards on interior and through lots shall be not less than three feet from the nearest property line. Side yards on corner and reverse corner lots shall not be less than 10 feet, excluding architectural projections of 2 feet maximum, from the existing street right-of-way line or any future street line as shown per any approved tract map.

(c) Rear Yard: The rear yard shall not be less than 15 feet average. Patio covers may extend to within five feet of the rear property line.

(d) Garages with direct access shall be set back 20 feet minimum from the garage door to the back of sidewalks.

Garages or carports with turn-in access shall provide a minimum of 20 feet from the garage door to the nearest point on the driveway that contacts the back of the sidewalk (provided that such garages or carports shall be set back a minimum of 10 feet).

e. Density Regulations.

(1) No lot shall be occupied by more than one dwelling unit.

(2) Each dwelling unit shall have a minimum living floor area of 1,250 square feet, including walls and excluding the garage.

f. Special Regulations.

No mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator shall be erected, constructed, maintained, or altered anywhere on the premises unless all such equipment and appurtenances are screened from public view by landscaping, walls, fences, and/or architectural structures. All fences, walls, and structures shall be of similar and compatible construction and appearance to the main building. This provision excludes chimneys and similar architectural elements, which are specifically permitted. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

g. Automobile Storage Space.

(1) A minimum of two spaces shall be provided per dwelling unit in an enclosed garage.

(2) No vehicle shall be stored in any required front setback area of a residential lot. Additionally, stored vehicles must be reasonably

screened from view. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

h. A thematic architectural style is required in order to provide a unique focal point for the community, subject to the May Ranch Community Architectural Guidelines or City approval.

3.8.3 R-5,400 RESIDENTIAL STANDARDS

Purpose and Intent. The R-5,400 Residential Zone is intended primarily for one-family detached dwellings on conventional residential subdivision lots. All lots are to be privately owned and maintained without the creation of a homeowners association.

a. Uses Permitted. The following general uses shall be permitted in the R-5,400 Residential Zone:

(1) Single-family detached dwellings.

b. Accessory Uses. The following accessory buildings and uses customarily incidental to any of the above uses shall be permitted in the R-5,400 Residential Zone:

(1) Arbors, trellises, gazebos, and similar shade structures of open construction.

(2) Fences and walls.

(3) Garages.

(4) Patio covers.

(5) Swimming pools and spas.

(6) Home occupations.

(7) Pedestrian and bicycle trails.

(8) Tennis and racquet courts.

c. Temporary Uses Permitted. The following temporary uses are permitted in the R-5,400 Residential Zone:

(1) Christmas Tree and Halloween pumpkin sales with approval of a Temporary Use Permit by the City of Perris Planning Department.

(2) Temporary construction facility during construction.

(3) Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision.

d. Development Standards.

(1) **Maximum Structure Height:** One- and two-story structures not to exceed 35 feet.

(2) **Minimum Lot Size:** Lot area shall not be less than 5,130 square feet with a planning area average not less than 5,400 square feet.

(3) **Maximum Building Coverage:** Site coverage of all structures, including accessory structures, shall not exceed 60 percent.

(4) **Street Frontage:** The minimum frontage of a lot shall be 60 feet. On cul-de-sac lots, the 60 foot width can be averaged achieved at the midpoint of the lot with a minimum of 30 feet frontage at the street right-of-way.

(5) **Minimum Lot Width:** The minimum average lot width of that portion of a lot used as a building site shall be 60 feet.

(6) **Setbacks:**

(a) Front Yard: The front yard shall not be less than 20 feet, measured from the back of sidewalk.

(b) Side Yard(s): Side yards on interior and through lots shall be not less than three feet from the nearest property line. Side yards on corner and reverse corner lots shall not be less than 10 feet, excluding architectural projections of 2 feet maximum, from the existing street right-of-way line or any future street line as shown per any approved tract map.

(c) Rear Yard: The rear yard shall not be less than 15 feet average. Patio covers may extend to within five feet of the rear property line.

(d) Exemption: Two adjoining lots which have a common side lot line and which are developed with zero side yards on said common side lot line, provided that the minimum separation between structures on adjacent lots is 10 feet minimum, excluding architectural projections such as fireplace boxes and bay windows.

(e) Garages with direct access shall be set back 20 feet minimum from the garage door to the back of sidewalks.

Garages or carports with turn-in access shall provide a minimum of 20 feet from the garage door to the nearest point on the driveway that contacts the back of the sidewalk (provided that such garages or carports shall be set back a minimum of 10 feet).

e. Density Regulations.

(1) No lot shall be occupied by more than one dwelling unit.

(2) Each dwelling unit shall have a minimum living floor area of 1,000 square feet, including walls and excluding the garage.

f. Special Regulations.

No mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator shall be erected, constructed, maintained, or altered anywhere on the premises unless all such equipment and appurtenances are screened from public view by landscaping, walls, fences, and/or architectural structures. All fences, walls, and structures shall be of similar and compatible construction and appearance to the main building. This provision excludes chimneys and similar architectural elements, which are specifically permitted. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

g. Automobile Storage Space.

(1) A minimum of two spaces shall be provided per dwelling unit in an enclosed garage.

(2) No vehicle shall be stored in any required front setback area of a residential lot. Additionally, stored vehicles must be reasonably screened from view. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

h. A thematic architectural style is required in order to provide a unique focal point for the community, subject to the May Ranch Community Architectural Guidelines or City approval.

3.8.4 R-5,000 RESIDENTIAL STANDARDS

Purpose and Intent. The R-5,000 Residential Zone is intended primarily for one-family detached dwellings on conventional residential subdivision lots. All lots are to be privately owned and maintained without the creation of a homeowners association.

a. Uses Permitted. The following general uses shall be permitted in the R-5,000 Residential Zone:

(1) Single-family detached dwellings.

b. Accessory Uses. The following accessory buildings and uses customarily incidental to any of the above uses shall be permitted in the R-5,000 Residential Zone:

(1) Arbors, trellises, gazebos, and similar shade structures of open construction.

(2) Fences and walls.

(3) Garages.

(4) Patio covers.

(5) Swimming pools and spas.

(6) Home occupations.

(7) Pedestrian and bicycle trails.

(8) Tennis and racquet courts.

c. Temporary Uses Permitted. The following temporary uses are permitted in the R-5,000 Residential Zone:

(1) Christmas Tree and Halloween pumpkin sales with approval of a Temporary Use Permit by the City of Perris Planning Department.

(2) Temporary construction facility during construction.

(3) Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision.

d. Development Standards.

(1) **Maximum Structure Height:** One- and two-story structures not to exceed 35 feet.

(2) **Minimum Lot Size:** Lot area shall not be less than 4,750 square feet with a planning area average not less than 5,000 square feet.

(3) **Maximum Building Coverage:** Site coverage of all structures, including accessory structures, shall not exceed 60 percent.

(4) **Street Frontage:** The minimum frontage of a lot shall be 50 feet. On cul-de-sac lots, the 50 foot width can be averaged achieved at the midpoint of the lot with a minimum of 25 feet frontage at the street right-of-way.

(5) **Minimum Lot Width:** The minimum average lot width of that portion of a lot used as a building site shall be 50 feet.

(6) **Setbacks:**

(a) Front Yard: The front yard shall not be less than 15 feet, measured from the back of sidewalk.

(b) Side Yard(s): Side yards on interior and through lots shall be not less than three feet from the nearest property line. Side yards on corner and reverse corner lots shall not be less than 10 feet, excluding architectural projections of 2 feet maximum, from the existing street right-of-way line or any future street line as shown per any approved tract map.

(c) Rear Yard: The rear yard shall not be less than 15 feet average. Patio covers may extend to within five feet of the rear property line.

(d) Exemption: Two adjoining lots which have a common side lot line and which are developed with zero side yards on said common side lot line, provided that the minimum separation between structures on adjacent lots is 10 feet minimum, excluding architectural projections such as fireplace boxes and bay windows.

(e) Garages with direct access shall be set back 20 feet minimum from the garage door to the back of sidewalks.

Garages or carports with turn-in access shall provide a minimum of 20 feet from the garage door to the nearest point on the driveway that contacts the back of the sidewalk (provided that such garages or carports shall be set back a minimum of 10 feet).

e. Density Regulations.

(1) No lot shall be occupied by more than one dwelling unit.

(2) Each dwelling unit shall have a minimum living floor area of 900 square feet, including walls and excluding the garage and accessory uses.

f. Special Regulations.

No mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator shall be erected, constructed, maintained, or altered anywhere on the premises unless all such equipment and appurtenances are screened from public view by landscaping, walls, fences, and/or architectural structures. All fences, walls, and structures shall be of similar and compatible construction and appearance to the main building. This provision excludes chimneys and similar architectural elements, which are specifically permitted. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

g. Automobile Storage Space.

(1) A minimum of two spaces shall be provided per dwelling unit in an enclosed garage.

(2) No vehicle shall be stored in any required front setback area of a residential lot. Additionally, stored vehicles must be reasonably screened from view. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

h. A thematic architectural style is required in order to provide a unique focal point for the community, subject to the May Ranch Community Architectural Guidelines or City approval.

3.8.5 R-4,500 RESIDENTIAL STANDARDS

Purpose and Intent. The R-4,500 Residential Zone is intended primarily for one-family detached dwellings on conventional residential subdivision lots. All lots are to be privately owned and maintained without the creation of a homeowners association.

a. Uses Permitted. The following general uses shall be permitted in the R-4,500 Residential Zone:

(1) Single-family detached dwellings.

b. Accessory Uses. The following accessory buildings and uses customarily incidental to any of the above uses shall be permitted in the R-4,500 Residential Zone:

(1) Arbors, trellises, gazebos, and similar shade structures of open construction.

(2) Fences and walls.

(3) Garages.

(4) Patio covers.

(5) Swimming pools and spas.

(6) Home occupations.

(7) Pedestrian and bicycle trails.

(8) Tennis and racquet courts.

c. Temporary Uses Permitted. The following temporary uses are permitted in the R-4,5000 Residential Zone:

(1) Christmas Tree and Halloween pumpkin sales with approval of a Temporary Use Permit by the City of Perris Planning Department.

(2) Temporary construction facility during construction.

(3) Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision.

d. Development Standards.

(1) **Maximum Structure Height:** One- and two-story structures not to exceed 35 feet.

(2) **Minimum Lot Size:** Lot area shall not be less than 4,257 square feet with a planning area average not less than 4,500 square feet.

(3) **Maximum Building Coverage:** Site coverage of all structures, including accessory structures, shall not exceed 70 percent.

(4) **Street Frontage:** The minimum frontage of a lot shall be 45 feet. On cul-de-sac lots, the 45 foot width can be averaged achieved at the midpoint of the lot with a minimum of 25 feet frontage at the street right-of-way.

(5) **Minimum Lot Width:** The minimum average lot width of that portion of a lot used as a building site shall be 45 feet.

(6) **Setbacks:**

(a) Front Yard: The front yard shall not be less than 10 feet measured from the back of sidewalk.

(b) Side Yard(s): Side yards on interior and through lots shall be not less than three feet from the nearest property line. Side yards on corner and reverse corner lots shall not be less than 10 feet, excluding architectural projections of 2 feet maximum, from the existing street right-of-way line or any future street line as shown per any approved tract map.

(c) Rear Yard: The rear yard shall not be less than 15 feet average. Patio covers may extend to within five feet of the rear property line.

(d) Exemption: Two adjoining lots which have a common side lot line and which are developed with zero side yards on said common side lot line, provided that the minimum separation between structures on adjacent lots is 10 feet minimum, excluding architectural projections such as fireplace boxes and bay windows.

(e) Garages with direct access shall be set back 20 feet minimum from the garage door to the back of sidewalks.

Garages or carports with turn-in access shall provide a minimum of 20 feet from the garage door to the nearest point on the driveway that contacts the back of the sidewalk (provided that such garages or carports shall be set back a minimum of 10 feet).

e. Density Regulations.

(1) No lot shall be occupied by more than one dwelling unit.

(2) Each dwelling unit shall have a minimum living floor area of 800 square feet, including walls and excluding the garage.

f. Special Regulations.

No mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator shall be erected, constructed, maintained, or altered anywhere on the premises unless all such equipment and appurtenances are screened from public view by landscaping, walls, fences, and/or architectural structures. All fences, walls, and structures shall be of similar and compatible construction and appearance to the main building. This provision excludes chimneys and similar architectural elements, which are specifically permitted. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

g. Automobile Storage Space.

(1) A minimum of two spaces shall be provided per dwelling unit in an enclosed garage.

(2) No vehicle shall be stored in any required front setback area of a residential lot. Additionally, stored vehicles must be reasonably screened from view. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

h. A thematic architectural style is required in order to provide a unique focal point for the community, subject to the May Ranch Community Architectural Guidelines or City approval.

3.8.6 R-4,000 RESIDENTIAL STANDARDS

Purpose and Intent. The R-4,000 Residential Zone is intended primarily for one-family detached dwellings on conventional residential subdivision lots. All lots are to be privately owned and maintained without the creation of a homeowners association.

a. Uses Permitted. The following general uses shall be permitted in the R-4,000 Residential Zone:

(1) Single-family detached dwellings.

b. Accessory Uses. The following accessory buildings and uses customarily incidental to any of the above uses shall be permitted in the R-4,000 Residential Zone:

(1) Arbors, trellises, gazebos, and similar shade structures of open construction.

(2) Fences and walls.

(3) Garages.

(4) Patio covers.

(5) Swimming pools and spas.

(6) Home occupations.

(7) Pedestrian and bicycle trails.

(8) Tennis and racquet courts.

c. Temporary Uses Permitted. The following temporary uses are permitted in the R-4,000 Residential Zone:

(1) Christmas Tree and Halloween pumpkin sales with approval of a Temporary Use Permit by the City of Perris Planning Department.

(2) Temporary construction facility during construction.

(3) Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision.

d. Development Standards.

(1) **Maximum Structure Height:** One- and two-story structures not to exceed 35 feet.

(2) **Minimum Lot Size:** Lot area shall not be less than 3,800 square feet with a planning area average not less than 4,000 square feet.

(3) **Maximum Building Coverage:** Site coverage of all structures, including accessory structures, shall not exceed 70 percent.

(4) **Street Frontage:** The minimum frontage of a lot shall be 50 feet. On cul-de-sac lots, the 50 foot width can be averaged achieved at the midpoint of the lot with a minimum of 25 feet frontage at the street right-of-way.

(5) **Minimum Lot Width:** The minimum average lot width of that portion of a lot used as a building site shall be 50 feet.

(6) **Setbacks:**

(a) Front Yard: The front yard shall not be less than 10 feet measured from the back of sidewalk.

(b) Side Yard(s): Side yards on interior and through lots shall be not less than three feet from the nearest property line. Side yards on corner and reverse corner lots shall not be less than 10 feet, excluding architectural projections of 2 feet maximum, from the existing street right-of-way line or any future street line as shown per any approved tract map.

(c) Rear Yard: The rear yard shall not be less than 15 feet average. Patio covers may extend to within five feet of the rear property line.

(d) Exemption: Two adjoining lots which have a common side lot line and which are developed with zero side yards on said common side lot line, provided that the minimum separation between structures on adjacent lots is 10 feet minimum, excluding architectural projections such as fireplace boxes and bay windows.

(e) Garages with direct access shall be set back 20 feet minimum from the garage door to the back of sidewalks.

Garages or carports with turn-in access shall provide a minimum of 20 feet from the garage door to the nearest point on the driveway that contacts the back of the sidewalk (provided that such garages or carports shall be set back a minimum of 10 feet).

e. Density Regulations.

(1) No lot shall be occupied by more than one dwelling unit.

(2) Each dwelling unit shall have a minimum living floor area of 800 square feet, including walls and excluding the garage.

f. Special Regulations.

No mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator shall be erected, constructed, maintained, or altered anywhere on the premises unless all such equipment and appurtenances are screened from public view by landscaping, walls, fences, and/or architectural structures. All fences, walls, and structures shall be of similar and compatible construction and appearance to the main building. This provision excludes chimneys and similar architectural elements, which are specifically permitted. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

g. Automobile Storage Space.

(1) A minimum of two spaces shall be provided per dwelling unit in an enclosed garage.

(2) No vehicle shall be stored in any required front setback area of a residential lot. Additionally, stored vehicles must be reasonably screened from view. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

h. A thematic architectural style is required in order to provide a unique focal point for the community, subject to the May Ranch Community Architectural Guidelines or City approval.

3.8.7 MULTI-FAMILY DEVELOPMENT STANDARDS

Purpose and Intent. The purpose of the Multi-Family Residential Zone is to provide areas for apartment and condominium developments. The actual development product for this land use category will be based on market trends at the time of processing.

a. Uses Permitted. The following general uses shall be permitted in the Multi-Family Residential Zone:

(1) Multiple dwellings, including cooperative apartment houses, condominium dwellings and townhomes.

b. Accessory Uses. The following accessory building and uses customarily incident to any of the above uses shall be permitted in the Multi-Family Zone:

(1) Arbors, trellises, gazebos, and similar shade structures of open construction.

(2) Fences and walls.

(3) Private garages and carports.

(4) Swimming pools and spas, tennis and racquet courts, and other recreational facilities, provided that these facilities are enclosed with a non-climbable fence or wall of at least six (6) feet in height.

(5) Offices, laundry room facilities, maintenance buildings, and other uses customarily incidental and subordinated with the primary uses.

(6) Home occupations.

(7) Patio covers.

(8) Pedestrian and bicycle trails.

c. Parking Requirements: The Multi-family Residential Zone, the following shall apply:

(1) Parking shall be screened from street view and adjacent developments by a berm and/or wall (minimum of three [3] foot in height), with landscaping.

(2) Lights illuminating a parking space shall be arranged and screened to reflect light away from adjoining residences and streets. Lights shall be a maximum height of sixteen (16) feet.

(3) Off-street parking areas shall be surfaced with permanent pavement.

(4) Except where a wall is provided, a minimum six (6) inch high curb shall be constructed so that no part of a vehicle extends beyond the property line.

(5) Parking spaces and driveways shall be arranged to require ingress and egress from the lot to a street by forward motion of the vehicle.

(6) Off-street parking spaces shall be connected with a public street by a paved driveway which affords safe and convenient ingress and egress. A minimum width of driveways shall be twenty-four (24) feet if ingress and egress are the same. If ingress and egress are separate drives, then the minimum width shall be twelve (12) feet.

(7) All required parking spaces shall be located on a lot, or on a contiguous lot, upon which the use is located. Required parking spaces shall not be located on an adjacent lot in another zone.

(8) There shall be one and three/tenths (1.3) spaces for each one (1) bedroom unit or studio unit; one and one/half (1.5) spaces for each two (2) bedroom unit; and two (2.0) spaces for each dwelling with more than two (2) bedrooms.

(9) Of the total required parking spaces, one (1) parking space for recreational vehicles for every ten (10) units shall be provided. Screening is required only from adjacent land uses.

(10) Additionally, off-street parking shall be provided at a rate of one (1) space for every three (3) units in the development.

d. Temporary Uses. The following temporary uses are permitted in the Multi-family Residential Zone:

(1) Christmas tree and Halloween pumpkin sales with approval of a Temporary Use Permit by the City of Perris Planning department.

(2) Temporary construction facility during construction.

(3) Temporary homefinders information center.

(4) Temporary real estate offices and model homes located within a subdivisions, to be used only for and during the original sale of the subdivision.

e. Development Standards.

(1) **Maximum Structure Height:** Maximum height for buildings in the Multi-family Residential Zone shall be two (2) stories or thirty-five (35) feet above grade for residential buildings and accessory buildings.

(2) **Minimum Lot Size:** Each lot shall have a minimum area of five (5) cres.

(3) **Maximum Site Landscaping:** Each lot shall have a minimum of 15 percent landscaping.

(4) **Setbacks:**

(a) Streetside: A minimum streetside setback shall be twenty-five (25) feet for each building.

(b) Side Building Setback: A minimum side building setback shall be ten (10) feet, except that where a lot is adjacent to a different zone there shall be a side building setback on the side adjacent to such zone having a width of not less than twenty (20) feet.

1) Where a side building setback is adjacent to a public street (corner lot) the side building setback adjacent to said street shall be fifty (50) feet where off-street parking is provided in this side yard; fifteen (15) feet if off-street parking is provided elsewhere.

(c) Rear Building Setback: A minimum rear building setback shall be ten (10) feet, except that:

1) Where a lot is adjacent to a different zone there shall be a rear building setback on the side adjacent to such zone having a width of not less than twenty (20) feet.

2) Where a rear building setback is adjacent to a public street (through lot), the rear building setback on the side adjacent to said street shall be fifty (50) feet where off-street parking is provided in the rear; fifteen (15) feet if off-street parking is provided elsewhere.

(5) A thematic architectural style is required in order to provide a unique focal point for the community, subject to the May Ranch Community Architectural Guidelines or City approval.

(6) Vehicular access to multi-family sites shall conform to the requirements of the City Engineer.

(7) Proposed multi-family uses shall be subject to site plan review by the City of Perris Planning Department.

f. Density Regulations.

(1) The density in the Multi-Family Residential Zone shall not exceed fifteen (15) dwelling units per gross acre.

(2) Each dwelling unit shall have a minimum living floor area of six hundred (600) square feet, including walls and excluding garage.

g. Special Regulations.

No mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator shall be erected, constructed, maintained, or altered anywhere on the premises unless all such equipment and appurtenances are screened from public view by landscaping, walls, fences, and/or architectural structures. All fences, walls, and structures shall be of similar and compatible construction and appearance to the main buildings. This provision excludes chimneys and similar architectural elements, which are specifically permitted. Violation of special regulations is a zoning code infraction and is subject to the issuance of a citation.

3.8.8 COMMUNITY COMMERCIAL DEVELOPMENT STANDARDS

Purpose and Intent. The purpose of the Community Commercial Zone designation is to provide areas for service and retail commercial development. The actual uses to be developed on this land use category will be based on market trends at the time of processing.

a. Uses Permitted. The following general uses shall be permitted in the Community Commercial Zone:

(1) Retail businesses or service establishments including, but not limited, to the following:

(a) Antique, art and art supplies stores;

(b) Automobile sales, new and used;

(c) Bakeries, not including the wholesale baking or bakery goods to be sold off the premises;

(d) Banks and other financial institutions;

(e) Barbers and/or beauty shops;

(f) Bookstores and newsstands;

(g) Confectionery stores;

(h) Conservatories for instruction in music and the arts;

(i) Day nurseries;

(j) Delicatessens, or meat, fish or poultry stores;

(k) Drugstores, dry goods or notion stores;

(l) Florist and gift shops;

(m) Fruit, vegetable and fruit juice store;

(n) Grocery stores;

(o) Hardware and electric appliance stores;

(p) Health food stores;

(q) Jewelry stores and watch repair shops;

(r) Photographic or camera stores;

(s) Radio and television sales and repair;

(t) Self-service laundries;

(u) Shoe stores and shoe repair shops;

(v) Sporting goods stores and sporting goods repair shops;

(w) Stationery stores;

(x) Tailors, dressmakers and wearing apparel stores; and

(y) Other uses deemed to be similar and compatible by the City of Perris Planning Director.

(2) Recreational vehicle storage lots.

(3) Office:

(a) Administrative;

(b) Business professional;

(c) Design professional.

b. Conditional Uses. The following uses shall be permitted as conditional uses, subject to the public hearing requirements of the City of Perris:

(1) Automobile service stations and automobile repair facilities.

(2) Car washes.

(3) Department stores.

(4) Hospitals, rest homes, sanitariums, clinics, and related uses.

(5) Hotels and motels.

(6) Liquor and convenience stores.

(7) Patio and garden supply sales.

(8) Pet stores, small animal hospitals, clinics and grooming shops.

(9) Philanthropic and charitable institutions.

(10) Printing and copying establishments.

(11) Private postal and package delivery service facilities.

(12) Publicly owned museums, libraries, community centers, governmental offices and recreation areas; institutions of religious, educational or philanthropic nature; private clubs, lodges, or veterans organizations.

(13) Restaurants, cafes, cocktail lounges and bars, including fast-food establishments.

(14) Recycling centers.

(15) Retail dry cleaning establishments.

(16) Sporting facilities, including bowling alleys, golf training facilities, amusement parlors and related activities.

(17) Theatres.

c. Accessory Uses. The following accessory uses customarily incident to any of the above uses shall be permitted in the Community Commercial Zone:

(1) Uses customarily incidental and subordinate to one of the principal uses, unless otherwise excluded.

(2) Signs shall be permitted with the following restrictions:

(a) A Planned Sign Program shall be created and submitted for City of Perris approval concurrent with the Site Plan Review Process.

(b) Sign permits shall not be required for the following:

1) Flags, pennants or insignia of a nation, state, county, city, political unit, church or religious organization;

2) Works of fine arts not displayed in conjunction with a commercial enterprise deriving commercial gain from such display;

3) Temporary signs (less than thirty [30] days) for events of a city-wide, civic or public benefit;

4) Erection or re-erection of official traffic, fire and police signs, signals, devices and markings of the City or Perris, County of Riverside, or State of California%

5) Non-illuminated directional or informational signs of a public nature (not including direction to commercial establishments);

6) Temporary construction signs showing the name of contractor, new building site, planners, architect and engineers;

7) Temporary (less than thirty [30] days) non-illuminated signs under six (6) square feet in area, and under six (6) feet in height advertising the sale, lease or rental of property, to be located on that property;

8) Signs mounted in the interior of buildings.

(c) The following signs are prohibited in the Community Commercial Zone:

1) Portable signs;

2) Outlining of a building with exposed neon tubing, exposed incandescent lighting, or other artificial lighting;

3) Animated, audible and rotating signs or signs with flashing illumination;

4) Signs that prevent free ingress and egress from a door, window or other exit way;

5) Signs that obstruct the view of any traffic signal, sign or traffic control devices;

6) Signs attached to a public utility pole, light pole, lamp post, tree, fire hydrant, bridge, curb or sidewalk;

7) Roof signs erected on the tops of buildings, extending above the highest point of the roofline.

(d) The following general provisions shall apply to all signs within the Community Commercial Zone:

1) Source of illumination shall be screened (not visible from any adjacent property or streets).

2) Signs shall be located five (5) feet from property lines.

3) Private signs shall not encroach on public property, public easements or public right-of-ways.

4) Signs shall remain in reasonable repair and maintenance, and if damaged, must be restored within ninety (90) days from the date of damage, or it shall be removed at the owner's expense.

(3) **Off-street Parking and Loading Zones:** To ensure adequate parking areas in conjunction with the uses permitted, the following general provisions are required:

(a) No building permit shall be issued until the applicant has presented satisfactory evidence to the building inspector that he owns or has otherwise available for his use, sufficient property to provide required parking.

(b) No additions to or enlargement of an existing building or use shall be permitted unless parking requirements are met for the entire building or use.

(c) For new buildings, building expansion or conversions, plans must be submitted to the building inspector showing the arrangement and dimensions of required parking spaces, and indicate sufficient space for turning maneuvers and adequate ingress and egress to the parking area before a permit is granted.

(d) Permanent use of off-street parking areas for other than said purpose shall not be permitted.

(e) In case of mixed uses, the total requirements for off-street parking space shall be the sum of the requirements of the various uses computed separately.

(f) Parking shall be screened from street view and residential development by a berm and/or wall (minimum of three [3] feet in height), with landscaping.

(g) Lights illuminating a parking space shall be arranged and screened to reflect light away from adjoining residences and streets. Lights shall be a maximum height of sixteen (16) feet.

(h) Except where a wall is provided, a minimum six (6) inch high curb or bumper guard shall be constructed so that no part of a vehicle extends beyond the property line.

(i) Parking spaces and driveways shall be arranged to require safe ingress and egress from the lot to a street by forward motion of the vehicle.

(j) All off-street parking spaces, and ingress and egress shall be paved.

(k) The minimum width of driveways shall be twenty-four (24) feet where ingress and egress are the same. If ingress and egress are separate drives, then the maximum width shall be twelve (12) feet.

(l) All required parking spaces shall be located on a lot, or on a contiguous lot, upon which the use is located. Required parking shall not be provided on an adjacent lot in another zone.

(m) For any uses not specifically listed below, the Perris Planning Department shall determine the parking space required.

(4) Off-street Parking Requirements: Minimum off-street parking requirements in the Community Commercial Zone are as follows:

(a) General commercial and retail service: One (1) parking space for each two hundred fifty (250) square feet of gross floor area in the building.

(b) Public buildings, such as libraries, museums, community or recreation buildings, and similar uses: One (1) parking space for each two hundred (200) square feet of gross floor area in the building.

(c) Bowling alleys: Three (3) parking spaces for each alley, plus two (2) for each billiard table, plus one (1) for each five (5) seats in any visitors gallery.

(d) Adult schools: One (1) parking space for each two students which the facility is designed to accommodate.

(e) Auditoriums, theatres, night club, multi-purpose rooms, and other public assembly places: One (1) parking space for every three (3) seats in the main room exclusive of the seating capacity of other special rooms. Where fixed seating is not provided, there shall be one (1) parking space for each thirty (30) square feet of gross floor area.

(f) Day nurseries: One (1) parking space for each two hundred (200) square feet of floor area in the building.

(g) Hotels and motels: One (1) parking space for each one (1) guest room, plus one (1) parking space for every sixty-five (65) square feet of usable public floor area of restaurants, dining rooms, bars and dancing areas and places where the public is served; plus one (1) parking space for every four hundred (400) square feet of usable floor area in commercial accessory uses; plus one (1) space for every five (5) seats, if seats are fixed or one (1) space for every one hundred (100) square feet of area if seats are not fixed, in any places of public assembly.

(h) Private postal and parcel delivery facilities: One (1) parking space for each two hundred (200) square feet of floor area.

(i) Hospitals, and other medical facilities with overnight accommodations: One (1) parking space for each bed.

(j) Clinics and other medical facilities without overnight accommodations: One (1) parking space for every one hundred fifty (150) square feet of office area.

(k) Restaurants, cafes, bars, cocktail lounges, and similar uses:

One (1) parking space for each fifty (50) square feet of indoor public area, and one (1) parking space for each two hundred (200) square feet of outdoor patio area.

(l) Theaters, auditoriums, gymnasiums and similar places of public assembly: One (1) parking space for every four (4) persons for which seating is provided.

(m) Drive-in restaurants or fast food establishments: One (1) parking space for each 30 square feet of gross floor area in the building.

(n) Automobile, boat or trailer sales, retail nurseries, or other commercial uses not in a building or structure: One (1) parking space for each 2,000 square feet of display area.

(o) Office, administrative, business, or design professional: One (1) parking space for each 250 square feet of floor space excluding corridor and stairways.

(5) **Off-street Loading Requirements:** One (1) loading space shall be provided on the lot for buildings having a floor area of twenty five thousand (25,000) square feet devoted to commercial uses. Building having in excess of twenty-five thousand (25,000) square feet devoted to commercial uses shall provide one (1) loading space for each twenty-five thousand (25,000) square feet of floor area or fraction thereof on the lot.

d. Temporary Uses. The following temporary uses are permitted in the Community Commercial Zone:

(1) Christmas tree and Halloween pumpkin sales with approval of a Temporary Use Permit by the City of Perris Planning department,

(2) Temporary construction facility during construction,

(3) Temporary homefinders information center.

e. Development Standards.

(1) **Maximum Structure Height:** Maximum height for buildings in the Community Commercial Zone shall be sixty (60) feet above grade.

(2) **Minimum Lot Size:** Each lot shall have a minimum area of five (5) acres.

(3) **Maximum Building Coverage:** The maximum permissible building coverage by any structure in the Community Commercial Zone shall be fifty (50) percent of the lot or lots.

(4) **Setbacks:**

(a) Streetside: A minimum front streetside building setback shall be fifteen (15) feet exclusive of off-street parking in front of the building.

(b) Side Building Setback: There shall be no minimum requirement.

(c) Rear Building Setback: A minimum rear building setback shall be ten (10) feet, except that:

1) Where a lot is adjacent to a residential zone there shall be a rear building setback on the side adjacent to such residential zone having a width of not less than twenty (20) feet.

2) Where a rear building setback is adjacent to a public street (through lot) the rear building setback shall be the same as the required front setback.

(5) A thematic architectural style is required in order to provide a unique focal point for the community, subject to the May Ranch Community Architectural Guidelines or City approval.

(6) Vehicular access to commercial sites shall conform to the requirements of the City Engineer.

(7) Proposed commercial uses shall be subject to site plan review by the City of Perris Planning Department.

GENERAL PLAN-
ENVIRONMENTAL ANALYSIS

May Ranch

4.0 GENERAL PLAN/SUPPLEMENTAL ENVIRONMENTAL ANALYSIS

4.1 GENERAL PLAN LAND USE DETERMINATION SYSTEM

A review of the City's Open Space and Natural Resources Policy and as it relates to the project site was fully discussed in the May Ranch Draft Specific Plan/EIR (June 2, 1988; SCH 88012503). The site was also evaluated relative to its location within the composite hazards/resources map inventory. As the analysis involved regional issues in relation to the May Ranch project, the change in actual acreage and land uses did not affect this section of the Draft EIR. Further, the appendix of the Draft EIR contains responses to comments that specifically address each of the standards within the Site Identification within Composite Hazards/Resources Map Inventory Section.

4.1.1 SUMMARY OF PROJECT PROPOSAL/SITE COMPARISON WITH APPLICABLE LAND USE CATEGORY POLICIES OR COMMUNITY PLAN

The City of Perris lists ten (10) land use categories which could be delineated for land other than open space and public facilities. The 10 categories are:

1. Rural Residential
2. Low-Density Residential
3. Medium-Density Residential
4. Professional Commercial/Mixed Use
5. Neighborhood Convenience
6. General Commercial
7. Industrial
8. Open Space
9. Commercial Recreation and Visitor Center - Industrial
10. Public Facilities

For the purpose of this Specific Plan, the only applicable land use designations are:

2. Low-Density Residential
3. Medium-Density Residential
4. Professional Commercial/Mixed Use
9. Commercial Recreation and Visitor Center - Industrial
10. Public Facilities

The following is a discussion of how the May Ranch proposed land uses are addressed relative to the City's land use classification system:

Low-Density Residential (3-7 units per acre). This designation is intended for the majority of the land area in the City that is allocated by the Plan for residential uses. Typical of the development that is consistent with this designation would be single-family home tracts as well as mobile home subdivisions.

The revised May Ranch Specific Plan provides for development of products which are consistent with the Low Density Residential category. Single-family dwelling units are proposed within the R-10,000, R-7,000, R-5,400, R-5,000 and R-4,500 residential zones, with densities that range between three and seven units per acre.

Medium-Density Residential (8-15 units per acre). This category includes multi-family developments consisting of duplex, triplex, or fourplex structures, garage style apartments as well as the zero lot line design concept.

Within the R-4,000 and multi-family residential zones, the proposed project will be consistent with the eight through fifteen dwelling units per acre density criteria of this category.

Professional Commercial/Mixed Use. This category is intended to provide an environment of residential and commercial development which would enhance the livability of the surrounding development.

The proposed project site will comply with high standards of site design and incorporate adequate buffering measures to protect residents from possible concentrated impacts of commercial and residential development. The 77 acres of commercial land uses that are proposed within the project site have been incorporated and dispersed within the boundary planning areas of the project site.

4.2 REVISED SPECIFIC PLAN ENVIRONMENTAL IMPACTS AND MITIGATION.

In compliance with Section 15163 of the California Environmental Quality Act, this Supplemental EIR has been incorporated into the revised Specific Plan to address the changes in project modifications to the original May Ranch Specific Plan. As such, this section only includes those environmental topics that have changes in impacts and/or mitigation as a result of the modifications between the original and revised Specific Plan. Therefore, the following environmental topics are included for discussion in this section: Air Quality, Noise, Land Use, Population and Housing, Traffic and Circulation, Natural and Energy Resources, and Public Facilities and Services.

In all cases, the environmental settings of the various topics have not changed and are not included within the Supplemental EIR. The May Ranch Draft EIR is incorporated by reference (SCH88012503) into this Supplemental Environmental Impact Report. A copy of the May Ranch Draft Specific Plan/EIR is available for review at the City of Perris, 101 North "D" Street, Perris, CA 92370.

4.2.1 AIR QUALITY

a. Environmental Impacts

Short-Term Impacts

The short-term impacts which result from grading and construction of the May Ranch Specific Plan do not change from the impacts presented in the original May Ranch Draft Specific Plan/EIR.

Long Term Effects

Estimates of the vehicular emissions are based on the Mohle Grover and Associates May Ranch Traffic Analysis (March 1988; revised August 1988) . The subject traffic report forecasts 71,049 external vehicular trips (average trip length 10 miles at 25 mph.) and 12,538 internal trips (average trip length 1 mile @ 15 mph). Table 4-1 below depicts the projected motor vehicle emissions from the vehicular trips.

TABLE 4-1
VEHICULAR EMISSIONS
Year 2000

Pollutant	Emissions (Tons/Day)
Carbon Monoxide	5.18
Nitrogen Oxides	0.93
Sulfur Oxides	negligible
Particulates	0.23
Hydrocarbons	0.45

All of these emissions rates are on the order of 5 to 25 percent increase over the emissions associated with original May Ranch Specific Plan (except for particulates which is equivalent). This is largely due to the change in vehicular trip data as a result of the elimination of 23 acres of commercial land uses and the addition of multi-family dwelling units.

Stationary Sources

Emissions will be generated on-site by the combustion of natural gas for space heating and water heating. Projections of emissions are presented in Table 4-2. Estimates of commercial-use square footages were made based on a floor area ratio of 0.20.

TABLE 4-2
EMISSIONS FROM THE COMBUSTION OF NATURAL GAS

Pollutant	Emissions (lbs/Day)
Carbon Monoxide	17.66
Nitrogen Oxides	73.23
Sulfur Oxides	0.00
Particulates	0.18
Hydrocarbons	4.68

These revised emissions rates are from 5 to 20 percent less than the gas emissions estimates contained in the original Specific Plan/EIR due to use of appropriate emissions factors as contained in the SCAQMD Air Quality Handbook, Revised April 1987.

Off-site emissions will be generated due to electrical usage. The generation of electrical energy by the combustion of fossil fuels results in additional emissions off-site. Emissions generated by this means are presented in Table 4-3.

TABLE 4-3
EMISSIONS GENERATED BY ELECTRICAL USAGE

Pollutant	Emissions (lbs./Day)
Carbon Monoxide	17.28
Nitrogen Oxides	99.34
Sulfur Oxides	10.36
Particulates	3.46
Hydrocarbons	0.87

These revised emissions rates are from three to five percent higher than the emissions generated by electrical usage contained in the original Specific Plan/EIR due to the reduction in commercial acreage and replacement with multiple family units, which consume proportionately greater amounts of electrical energy per unit area.

Total Emissions

The emissions generated by the revised project are compared to emissions for Riverside County in Table 4-4. The total emissions generated by the project (year 2000) are presented in the first line of the table. The Riverside County emissions for 2000 are from the 1982 Revision to the Air Quality Management Plan. The proposed project emissions are compared to the County emissions. The increases in all pollutants, when compared to Riverside County emissions, will be less than 1.13 percent, except for sulfur oxides. Since the emissions projected for the project are such a small fraction of regional emissions, it is concluded that no substantial regional air quality impacts as a result of the revised project will occur. It is noted that the revised May Ranch Plan has slightly increased total emissions when compared to the original Specific Plan. This is due to the change in vehicular travel associated with the revised plan. The emissions for Source Receptor Area 24 are also listed in Table 4-4. A comparison of the emissions generated by the May Ranch with those of Source Receptor Area 24 indicate that the project emissions are expected to be sightly more significant due to the project size.

TABLE 4-4
COMPARISON OF EMISSIONS

	CO	NO(x)	SO(x)	PART	HC
2000 Proposed Project Emissions(tons/day)	5.20	1.03	1.01	0.23	0.46
2000 Riverside County Emissions(tons/day)	504	68.4	6.34	147	222
Proposed Project as a % of County Emissions	1.03%	1.49%	0.16%	0.08%	0.21%
1987 Source Recept. Area 24 Emissions (tons/day)	47.79	4.74	N.A.*	N.A.*	2.36
Proposed Project as a % of Area 24 Emissions	10.90%	21.50%	---	---	19.50%

*N.A. - Data not available.

The AQMP is designed to accommodate growth in the basin consistent with the SCAG-82 Growth Forecasts. This growth forecasts is based essentially on the general plans adopted by the various municipalities at the time of the development of the forecast. The growth forecasts are not sufficiently detailed so that consistency of the proposed project with the SCAG-82 document can be determined directly. However, the current land use for the area is a mix of agricultural and residential land uses. The SCAG-82

forecasts are based on the adopted General Plans. Therefore, it appears that the project site will generate significantly more emissions than previously planned. Because of the inconsistencies between the SCAG-82 Growth Forecast and actual development trends, an update has been generated by SCAG, and the City of Perris is in the process of requesting modifications. The overall effect of any modifications would be to allocate more growth to the Perris Valley and reduce growth assumptions in other areas where projections have not materialized. The net effect is a shifting of growth in the region rather than accommodation of new growth. Until the growth issue is resolved, it is not possible to assess whether the project will be consistent with the current regional forecast.

b. Mitigation Measures

All mitigation measures listed in the original Draft Specific Plan/EIR are applicable to the revised project.

An additional measure to mitigate air emissions impact is for the City to impose air impact or regional traffic impact fees as a method of promoting ride-sharing and the use of public transportation.

4.2.2 NOISE

a. Environmental Impacts

The proposed development of the May Ranch will generate substantial traffic, and, as a result, will alter noise levels in surrounding areas. The traffic analysis shows the total trips associated with the revised plan are changed from the original plan and indicate an overall increase in vehicular trips. It is expected that vehicular noise levels and contours generated by the revised plan will be incrementally more than the original land use plan. However, significantly affected roadways of Ramona Expressway and Rider Street will still require the same level of mitigation to alleviate projected significant vehicular noise levels. There is no evidence that additional mitigation measures will be required on other roadways as a result of the revised plan.

b. Mitigation Measures

The short term noise impacts which result from grading and construction of the revised May Ranch Specific Plan do not change from the impacts presented in the original Draft May Ranch Specific Plan/EIR.

No new mitigation measures are required. Mitigation measures contained in the original Draft Specific Plan/EIR are still applicable.

4.2.3 LAND USE

a. Environmental Impacts

The revised on-site land use plan will have effects similar to the original plan. In adding multi-family residential uses, a greater mix of product types can be offered which will be more responsive to the needs of area buyers. The reduction in commercial acreage in the revised plan would reduce the benefit of the plan in providing employment sources in proximity to area residential uses. The imbalance of housing to local jobs is particularly acute in the Perris and Moreno Valleys. No other on-site land use effects are envisioned.

The impact of the project on surrounding land use is not changed from the original Draft Specific Plan/EIR.

The General Plan and Zoning consistency analysis contained in the original Draft Specific Plan/EIR is adequate for the revised project with the following exceptions:

Infrastructure and Public Facilities: Project relationship to schools and recreation facilities goals.

- The May Ranch Specific Plan proposes to dedicate to the City three public parks totalling approximately 27 acres in size. A linear park of 14 acres is also proposed for a total of 41 acres of park land. City standards require the provision of approximately 78 acres of parks for the proposed 3,883 dwelling units. Additional park land in-lieu fees will be required to meet the City's park standard.

Environmental Resources, Conservation and Open Space Preservation: Project relationship to recreation resources goals

- A portion of the property will be dedicated to recreational and open spaces, including 41 acres of public parks. This is less than the 78 acres required by current City ordinances (2 acres of park land per 100 units constructed). Additional park land dedication and/or the payment of in-lieu fees will be required.

- The developer will dedicate 27 acres of parkland to the City of Perris, and the parks will be owned and maintained by the City. An additional 14 acres will be provided by a linear park subject to MWD approval. Further, May Ranch park land improvements will be developed through in-lieu fees paid to the City by the developer. The combination of park land dedication and payment of in-lieu fees will serve to meet the City's park standard.

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.

b. Mitigation Measures

No additional mitigation measures are required.

4.2.4 POPULATION AND HOUSING

Environmental Impacts

Implementation of the proposed project will increase the City's housing stock by 3,508 single family dwelling units and 375 multi-family dwelling units. Total housing added is 3,883 residential units. Projected population from the development is estimated at 10,678 persons at full buildout (1999) based on 2.75 persons per dwelling unit. Project population growth by project phase is shown on Table 4-5.

TABLE 4-5
PROJECT POPULATION GROWTH BY PHASE

Phase	Year On-line	Dwelling Units	Population per Phase	Population Cumulative
1	1992	1366	3757	3757
2	1995	627	1724	5481
3	1996	783	2153	7634
4	1999	1107	3044	10678
	Totals	3883	10678	

The proposed project, as presently designed, has approximately 12.5% more inhabitants then was estimated in the original May Ranch Draft Specific Plan/EIR. This increase comes from the provision of multi-family units, the decrease of commercial acreage, and a slight increase in total single family dwellings.

The proposed project will account for a notable percentage of the population and housing units within the City. If it is assumed that a six percent City growth rate can be maintained through project buildout, the estimated 1999 City population would be approximately 50,438 persons. The project would account for about 21 percent (originally 19 percent) of the estimated population.

The City of Perris reports that it will soon exceed SCAG-82 Modified Growth Forecasts for population and housing. SCAG has revised these forecasts and the City anticipates that additional regional growth will be allocated to the City of Perris.

b. Mitigation Measures

No significant adverse impact of population growth is identified; therefore, no mitigation is required. Mitigation for the affects of population growth is addressed for other subjects as appropriate. Such areas include, at least, traffic, noise, public facilities, air quality, and related discussion.

4.2.5 TRAFFIC AND CIRCULATION

This section addresses the traffic and circulation impacts of the project resulting from the revised Specific Plan only. It is expected that trip distribution and assignment and traffic circulation considerations will remain essentially unchanged from those identified in the Draft EIR.

a. Environmental Impacts

Project implementation will increase traffic volumes both on- and off-site. An on-site circulation system will be constructed to serve anticipated traffic volumes. The traffic generated by the revised May Ranch Specific Plan is determined by applying an appropriate trip generation rate to the quantity of land use. Residential trip generation rates are expressed in terms of trip ends by phase in Table 4-6.

TABLE 4-6
RESIDENTIAL TRAFFIC BY DEVELOPMENT PHASE

PHASE	DWELLINGS	ADT's	FINAL OCCUPANCY (Est)
I	1,366 DU's	13,202 trips	Estimated final unit sales 1992
II	627 DU's	6,035 trips	Estimated final unit sales 1995
III	783 DU's	7,544 trips	Estimated final unit sales 1996
IV	1,107 DU's	10,938 trips	Estimated final unit sales 1999

Trip generation characteristics for the proposed project are based on previous research of similar projects and data contained in the Trip Generation Manual published by the Institute of Transportation Engineers. Table 4-7, Trip Generation Rates, provides a summary of trip generation characteristics, while Table 4-8, Summary of Project-Related Trip Generation, provides a summary of the project-related ultimate daily and peak hour traffic based upon the professionally accepted modeling technique.

TABLE 4-7
TRIP GENERATION RATES

Lane Use	Basis	Daily	AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Residential	Per DU	10.1	.22	.56	.65	.36
Community Commercial	/1,000 SF	*	---	---	---	---
Parks	/AC	36.6	5.47	0	0	3.33

*Rate varies with ultimate overall center size.

TABLE 4-8
SUMMARY OF PROJECT-RELATED TRIP GENERATION

Land Use	Daily	AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Residential	37,719	872	2,097	2,417	1,458
Community Commercial	44,880	731	314	1,746	1,876
Park Land	988	148	0	0	89
Total Project Traffic	83,587	1,751	2,411	4,163	3,423
Internal Circulation (15% of total project)	12,538	263	362	624	513
TOTAL EXTERNAL TRAFFIC	**71,049**	**1,488**	**2,049**	**3,539**	**2,910**

As shown in Table 4-8, Summary of Project-Related Trip Generation, the proposed project is estimated to generate 83,587 daily vehicle trip ends with 71,049 external trips. During the AM peak hour, 2,411 vehicles will leave the project area and 1,751 vehicles will enter the project area. The afternoon peak hour is expected to generate 4,163 vehicles entering the project area and 3,423 leaving. These figures are compiled from the MGA Study of May 25, 1988, and revised August 3, 1988.

b. Mitigation Measures

Although traffic impacts are expected to increase as a result of the revised Specific Plan, these impacts can be adequately mitigated with the proposed circulation improvements identified in the Draft EIR. No additional mitigation measures are proposed as a result of the revised Specific Plan.

4.2.6 NATURAL AND ENERGY RESOURCES

a. Environmental Impacts

Development of the project will utilize energy during construction on a short-term basis. The extent of short-term impact is equivalent to that described in the original Draft Specific Plan/EIR (June 2, 1988; SCH88012503). On a long-term basis, water and sewer service will be required, natural gas and electricity consumption will occur, and gasoline will be utilized by project residents.

The proposed project is estimated to consume 26,865,585 cubic feet of natural gas per month and approximately 31,528,246 kwh of electricity per year. These levels of usage are increased by from two to eight percent over levels estimated in the original Draft May Ranch Specific Plan/EIR. The input is significant but mitigable.

b. Mitigation Measures

No additional mitigation measures are proposed. All measures contained in the original Draft May Ranch Specific Plan/EIR are applicable.

4.2.7 PUBLIC FACILITIES AND SERVICES

4.2.7.1 POLICE AND FIRE PROTECTION

a. Environmental Impacts

The increase in dwelling units possible by the revised plan would not increase the original estimate that the project would generate a need for one fire station and engine company.

With respect to police services, the City standard is 1.5 police officers per 1000 population. Accordingly, 16 police officers (2 more than originally estimated) would be required ultimately to adequately serve the community. In addition, nine additional police department personnel (1 more than originally estimated) in the categories of administrative support, agents, and dispatchers would be needed. The increased police force will require adequate support equipment including weapons, communications devices and vehicles. Costs for these services are paid out of the City General Fund.

It should be noted that the City of Perris is presently conducting a Public Facilities Study to determine adequate levels of services to be provided to the public. The generation rates for police and fire services may be revised as a result of the study, which is scheduled for completion within two months.

b. Mitigation Measures

All mitigation measures contained in the original Draft May Ranch Specific Plan are still applicable. The following measures are revised to reflect new project parameters.

The City of Perris charges a one-time fire protection fee of $0.10 per square foot payable at the time building permits are issued. Based on total project building area, the applicant shall pay consistent with City policy, its fair share for police and fire services fees as established for adjacent properties.

The need for 16 police officers, 9 police personnel and support equipment is expected to be provided through expenditures from the City General Fund. First year costs are expected to be $6,274 increasing to $986,764 at build-out.

4.2.7.2 WATER AND SEWER SERVICE

a. Environmental Impacts

The revised Specific Plan will increase project site population over levels previously estimated. The Eastern Municipal Water District (EMWD) uses an average flow rate demand factor of 200 gallons per person per day. Based on a revised projected population of 10,678 persons, the average flow demand for the May Ranch would be approximately 2.14 MGD gallons of water per day ultimately (an increase of 0.24 MGD over the original estimate).

Construction of May Ranch will create a need for sewer service to the site. EMWD uses a sewage generation factor of 100 gallons per person per day. Based upon a projected population of 10,678 persons, the project will generate 1.07 MGD of sewage (or 0.12 MGD more than originally estimated).

The overall impact of the project relative to water and sewer use/ generation remains significant but mitigable.

b. Mitigation Measures

All mitigation measures included in the original Draft May Ranch Specific Plan/EIR are applicable.

4.2.7.3 SCHOOLS

a. Environmental Impacts

Students generated by project phase for the revised May Ranch Specific Plan are indicated in Table 4-9 below.

TABLE 4-9
PROJECTED STUDENT GENERATION BY PROJECT PHASE

Phase/Year	No. of Dwellings	No. of Students by Grade			Total Students
		K-5	6-8	9-12	
1 / 1992	1,366	464	205	205	874
2 / 1995	627	213	94	94	401
3 / 1996	783	266	117	117	500
4 / 1999	1,107	376	166	166	708
Totals	3,883	1,319	582	582	2,483

Student generation factors are as follows;
K-5 .34 students/D.U.
6-8 .15 students/D.U.
9-12 .15 students/D.U.

The student generation rates are equivalent to the enrollment level in approximately 2.6 elementary schools, 73 percent of a middle school and 19 percent of a high school. As both school districts showing the project site are under present conditions of impaction, this alternative has impacts (need for uses of temporary classrooms) and mitigation (school impaction fees). This impact is the same as projected for the original site plan.

b. Mitigation Measures

Mitigation measures included in the original May Ranch Draft Specific Plan/EIR are applicable to the revised plan, including school impact fees of $1.50 per square foot of residential building area.

4.2.7.4 PARKS AND RECREATION

a. Environmental Impacts

Considering the City standard of two acres of park for every 100 dwelling units, the proposed project would require approximately 78 acres of dedicated park acreage. The proposed Specific Plan provides for 27 acres

of public park land. A large linear park within the Colorado River Aqueduct easement will also be provided and will contribute 14 acres of greenbelt and trails. Since this land is the aqueduct easement, it would not be dedicated in fee. Total park acreage provided by the proposed project is 41 acres. It should be noted that the project will increase community park acreage in the City by 300% and will triple the number of active ball diamonds.

The revised Specific Plan will increase the number of dwelling units over that originally proposed. The major effect of this revision will be to increase the park mitigation fees to be assessed to the applicant (the planned park acreage remains the same as originally proposed).

b. Mitigation Measures

Based upon the City of Perris requirements for park dedication, the amount of park land and in-lieu fees used for improvement of the dedicated park land will not exceed $3,106,400. These monies meet all of the City's park requirements for the project.

4.2.7.5 SOLID WASTE

a. Environmental Impacts

The revised 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 average solid waste generation factor for Riverside County was 7.9 pounds per person per day in 1986, based on the wastes received at County Disposal Sites and the estimated population within the County. Therefore, the proposed project would result in about 14.8 tons per day by 1992, increasing to 42.2 tons per day ultimately. This would increase the average daily waste load at the Mead Valley Disposal site by about 5.3 percent (originally 4.0 percent) in 1992 and would slightly reduce the estimated site life.

b. Mitigation Measures

The following measure is added to mitigate solid waste impacts.

To help reduce the quantities of solid wastes requiring disposal, the project incorporate provisions for a local drop-off station for newspaper, glass, and metal at the planned commercial center.

4.2.7.6 UTILITIES

a. Environmental Impacts

The addition of residential units in the revised Specific Plan and the reduction of commercial acreage results in minor differences in energy usage as calculated below. The majority of the increase in electrical

usage was due to use of a higher dwelling unit consumption rate. Energy usage also increases from original estimates due to replacement of commercial uses by multi-family, which consumes more energy per square foot.

Based upon an average monthly consumption of 6,665 cubic feet of natural gas per month per dwelling unit, the 3,883 dwelling units will require 24,920,195 cubic feet of natural gas per month. An additional 1,945,390 cubic feet of natural gas per month would be consumed ultimately by commercial acreage in the project. Based upon an average annual per dwelling unit consumption of 6,081 kilowatt hours (kwh) of electricity, electrical usage for the residential portion of the proposed project would be approximately 23,612,523 kwh per year. An additional 7,915,723 kwh per year would be consumed by the commercial acreage proposed.

b. Mitigation Measures

No additional mitigation measures are proposed.

4.3 UNAVOIDABLE ADVERSE IMPACTS

The analysis of impacts of the revised May Ranch Specific Plan contained in the previous section has not identified any new significant effects or impacts resulting from the proposed action. However, several new mitigation measures have been proposed and the specific magnitude of impacts has been adjusted to reflect the revised plan.

The unavoidable adverse impacts discussed in the original Draft May Ranch Specific Plan are appropriate with the following modifications.

4.3.1 POPULATION AND HOUSING

Implementation of the proposed project will generate 3,883 additional dwelling units and approximately 10,678 new residents to the City of Perris. This level of growth potentially exceeds SCAG-82 Modified Forecast for the RSA and has adverse implications for regional air quality and transportation planning. (See Section 4.3.7, Population and Housing of the original Draft Specific Plan/EIR.)

4.3.2 CIRCULATION

Development of the May Ranch Specific plan will necessitate construction of an on-site circulation system, as well as connections to the existing street system at Ramona Expressway and Rider Street. The project will generate an estimated 71,049 external vehicle trips per day. This will increase traffic volumes on area roads and contribute to traffic congestion at specified intersections. (See Section 4.3.9, Circulation of the original Draft Specific Plan/EIR.)

4.4 THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

This CEQA-required section was addressed adequately in the original Draft Specific Plan/EIR.

4.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

This CEQA-required section was addressed adequately in the original Draft Specific Plan/EIR.

4.6 GROWTH INDUCING IMPACTS OF THE PROPOSED ACTION

This CEQA-required section was addressed adequately in the original Draft Specific Plan/EIR.

4.7 CUMULATIVE IMPACT OF THE PROJECT

The dwelling unit totals and commercial acreage totals contained in the revised May Ranch Specific Plan will incrementally increase the cumulative impact values calculated in the original Draft May Ranch Specific Plan/EIR. The minor increase is not numerically significant in the context of area wide cumulative impacts (the increase is about 2.4 percent of the total City population in Year 1999). However, all values have been recalculated to include project development levels currently proposed. It is noted that the City of Perris is currently preparing cumulative growth projections through Year 2010 as the basis for requesting modifications to SCAG-82 modified growth forecasts.

According to City records, there were approximately 5,800 residential units (single family units but not including mobile home and lot sale subdivisions), 350,000 square feet of commercial development, and 3,880 apartment units in-process as of 12/30/87. Based on building industry trends, it can be assumed that approximately 80 percent of these projects will eventually be built (i.e., 7,744 residential units and 280,000 square feet of commercial). Most of the projects to be built are smaller projects which could be completed within 5 years. Additionally, a development growth factor of 6 percent per year is considered for the cumulative analysis period from 6 years out to 10 years (project full buildout time frame). The cumulative project base, therefore, is assumed to consist of 10,363 residential units and 374,700 square feet of commercial development through 1999.

The revised May Ranch Specific Plan proposes 3,883 dwelling units over a 10 year buildout, commercial acreage equivalent to 670,824 square feet of floor area, as well as 41 acres of open space, parks, community facilities, etc. Adding the project development levels to the cumulative project base, the Perris community could grow by 14,246 residential units and 1,045,524

square feet of commercial area by 1999. Based on 2.75 persons per residential unit and 4.5 persons (jobs) per 1000 square feet of commercial, cumulative projects could add 39,177 persons and 4,705 jobs to the community. Added to the 1987 estimated population (11,250 persons), the Year 1999 community population could be 50,427.

4.7.1 SEISMIC SAFETY, SLOPES AND EROSION

The text contained in the original Draft Specific Plan/EIR is adequate.

4.7.2 HYDROLOGY AND WATER QUALITY

The text contained in the original Draft Specific Plan/EIR is adequate.

4.7.3 CLIMATE AND AIR QUALITY

The text contained in the original Draft Specific Plan/EIR is adequate.

4.7.4 NOISE

The text contained in the original Draft Specific Plan/EIR is adequate.

4.7.5 BIOTIC RESOURCES

The text contained in the original Draft Specific Plan/EIR is adequate.

4.7.6 LAND USE

The text contained in the original Draft Specific Plan/EIR is adequate.

4.7.7 HOUSING AND POPULATION

The potential 14,246 dwelling units occurring cumulatively will generate an anticipated population of 39,177 (2.75 persons per dwelling unit). A population of 11,250 was estimated for 1987 for the City of Perris, which had a 1984 population of 8,288. The 39,177 persons generated by the cumulative projects represents a growth rate of more than 12 percent per year between 1987 and 1999. Therefore, the projects may exceed the limits of anticipated growth for Perris, as presented in the current General Plan. A General Plan Amendment is required to accommodate the proposed May Ranch Specific Plan and will be required to accommodate other cumulative developments. Cumulative commercial developments could result in employment opportunity for 4,705 persons.

The City of Perris should work with SCAG to develop realistic population growth projections for the area. The upcoming General Plan revision provides an opportunity to establish accurate population and land use absorbitant projections. Commercial development proposals should be accompanied by fiscal and economic documentation at the time application for development is made.

4.7.8 HISTORIC AND PREHISTORIC RESOURCES

The text contained in the original Draft Specific Plan/EIR is adequate.

4.7.9 TRAFFIC CIRCULATION

Ultimate development of 14,246 dwelling units and 1,045,524 square feet of commercial space will significantly increase trip generation and local traffic volumes. Mohle, Grover and Associates estimate that by Year 2000, some 300,000 vehicle trips will be generated citywide. Traffic generated by the developments will impact existing roadways, necessitating the expansion and improvement of the existing circulation system and the construction of new regional roadway networks in accordance with the City of Perris General Plan Circulation Element. Within developments, it will be necessary to install circulation systems with sufficient capacity to accommodate traffic generated, in coordination with the regional roadway system.

While the cumulative impact of these projects may be viewed as an increase that will necessitate expansion and improvement of the existing road network, it is important to reiterate that City of Perris planning goals reflected in their Master Plan of Highways include programming major roads in the Perris area for incremental widening and/or extension to serve expected growth in surrounding areas. Mohle, Grover and Associates cautions that potential developments based on zoning will create some level of service problems at City intersections. The City should consider a fee assessment as a way to equitably distribute the costs of circulation system improvements.

4.7.10 POLICE AND FIRE PROTECTION

The text contained in the original Draft Specific Plan/EIR is adequate.

4.7.11 WATER AND SEWER SERVICE

Increased development in the project area will increase the demand from the Eastern Municipal Water District for water and sewer service. Approximately 7.8 million gallons per day of water (originally 7.6 MGD) would be required to serve cumulative levels of development. Approximately

3.9 million gallons per day of wastewater (originally 3.8 MGD) would be generated. Additional lines and facilities will be required to provide this service effectively to all developments in the area.

Water and sewer service fees charged on a per unit basis will be applied to all units built. These fees should cover the costs of needed expansion. The EMWD is currently proposing to require dual water systems in all developments to accommodate treated waste water for irrigation purposes. When implemented, this will result in significant savings of potable water for human consumption purposes.

The City should also provide literature to residents on water conservation methods including xeriscape techniques for landscaping and irrigation. A comprehensive water reclamation reuse plan should be formulated and implemented locally.

4.7.12 SCHOOLS AND PARKS

Construction of cumulative developments will increase area population, and therefore, the demand on school and park facilities. The anticipated 14,246 dwelling units will generate a population of approximately 9,117 students attending Grades K-12 (originally 8,840 students). New schools will be required to accommodate these students. It will be necessary for each development to cooperate with local school districts so that sufficient facilities are collectively provided to accommodate students generated.

Mitigation measures include the payment of fees of $1.50 per square foot of residential building area, $0.25 per square foot of commercial area, or dedication of land for school sites.

Cumulative projects will result in the need for some 285 additional acres (originally 276 acres) of community parks. The May Ranch Specific Plan proposes approximately 41 acres of open space, community parks and recreation facilities, including three public parks. These park facilities will partially satisfy City of Perris cumulative requirements for park lands. The payment of in-lieu fees can also be used to meet park acreage standards.

4.7.13 SOLID WASTE

The cumulative projects will increase the amount of solid waste generated in the area and thus increase service needs for waste haulers. The average solid waste generation factor for Riverside County was 7.9 pounds per person per day in 1986, based on the wastes received at County disposal sites and the estimated population within the County. Therefore, the cumulative population of 39,177 persons would generate about 150 tons per day by 1999. The Mead Valley Disposal site is expected to be full in 1999. It is anticipated that a new disposal site will be required some time prior to 1999.

The Riverside County Solid Waste Management Plan (CoSWMP), may need to be amended to consider the anticipated solid waste disposal needs of the Perris Valley. Also, the City of Perris should implement recycling programs to reduce the amount of solid waste requiring disposal.

4.7.14 ELECTRICITY AND NATURAL GAS ENERGY USAGE

The addition of 14,246 dwelling units to the area will create a need for additional electricity and natural gas service. Southern California Edison and the South Coast Air Quality Management District (SCAQMD) utilize an estimated residential demand rate of 6,081 kwh/unit/year. Considering the estimated cumulative total of dwelling units in the project area, the ultimate residential demand for electricity may increase by 86,629,926 kwh/year (originally 80,640,295 kwh/year).

The Southern California Gas Company and the SCAQMD generally utilize a residential rate of 6,665 cubic feet/d.u./month. Considering the estimated cumulative dwelling unit total, approximately 94,949,590 cubic feet per month of natural gas (originally 92,063,645) could be consumed by these additional dwelling units. Additional Southern California Gas lines, as well as Southern California Edison lines, would be required to provide these services to the area.

4.8 ALTERNATIVES TO THE PROPOSED PROJECT

In accordance with State EIR Guidelines, a Supplemental EIR must present alternatives which are capable of eliminating significant environmental impacts, and state why they were rejected for the proposed project. The emphasis of the alternatives analysis is on reducing adverse effects of the proposed action. Included in this section are discussions addressing the "No Project" Alternative, a Lower Development Intensity Alternative, and a Reduced Developed Acreage Alternative. The City of Perris, as lead agency, must weigh the merits of each alternative in comparison to the proposed action.

4.8.1 "NO PROJECT" ALTERNATIVE

a. Environmental Effects

The "No Project" Alternative would retain the site in its present undeveloped condition, and would support the continuation of limited agricultural use of the site. This alternative maintains the existing environmental conditions of the subject property as previously discussed in the various subsections of Section 4.3 of the original May Ranch Draft Specific Plan/EIR. The "No Project" Alternative is considered the environmentally superior alternative for the following reasons:

(1) Elimination of all grading impacts and associated impacts upon agricultural soils.

(2) Reduction in traffic and associated air quality and noise impacts over development scenarios associated with the project proposal, or other alternatives considered herein.

(3) Retention of on-site open space.

The "No Project" Alternative would retain the site's existing general plan and zoning designations.

b. Reasons for Rejection of "No Project" Alternative

This alternative would negate any benefits of the project relative to provision of a wide range of housing types within a homogenous planned community setting. In addition, the benefits of expanding the community's employment base would be negated. The project, as proposed, is designed to meet the public demand by providing affordable detached single family and multi-family dwelling units and providing local employment opportunities that will be marketable within the region. For these reasons, the "No Project" Alternative was rejected.

4.8.2 LOWER DEVELOPMENT DENSITY ALTERNATIVE

The objective of the Lower Development Density Alternative is to provide additional mitigation for the significant adverse impacts identified for the proposed action, and allow the project to proceed at a reduced level. A scenario for the Lower Development Density Alternative includes development of residential, commercial, and park uses on the entire 744 acre parcel. A conceptual definition of land uses for this alternative is provided below.

	Dwelling Units	Acres
Residential		
Medium High Density	1,456	
Medium Density	980	
Medium Low Density	654	
Low Density	380	
	3,450	603
Commercial		100
Community Parks		27
Linear Park		14
TOTAL	3,450	744

This alternative includes all single-family dwellings with an overall density on the site of approximately 4.6 dwelling units per acre. This is about a 12.5 percent reduction from the proposed land use plan density. Though the exact densities for each parcel of the project site have not been defined in this alternative, the concept includes providing additional low density residential acreage south of aqueduct easement compared to the

proposed project plan, while densities north of the aqueduct easement would remain similar to those currently proposed.

The environmental impacts of the Lower Development Density Alternative are described in the sections which follow.

Earth Resources, Hydrology, Cultural Resources

It can be anticipated that impacts resulting from the Lower Development Density Alternative for Earth Resources, Seismicity, Hydrology, and Cultural Resources would be similar in magnitude and scope to those associated with the proposed May Ranch Specific Plan. These impacts are briefly summarized below:

Topography, Geology, and Soils

Grading for the project will involve cut and fill operations which will alter the existing landform. However, due to the generally flat nature of the site, this alteration will not be significantly less than that which will occur with the proposed plan. Ground surfaces which are temporarily exposed during grading may be eroded, thus erosion control measures will be required.

Seismicity

Due to the presence of regional faults, the potential exists for ground shaking at the project site. This, in turn, creates the potential for structural damage as a result of earthquake activity regardless of development density.

Hydrology

Project grading will permanently alter the natural runoff pattern by channeling drainage through pipelines and channels to the Perris Valley Storm Drain. Storm flow rates on-site will increase due to the creation of impervious surfaces. The velocity and composition of runoff will also be altered, but this alteration will not be significantly different from that which will occur with the proposed plan. Housing units would still be constructed within the Perris Reservoir Dam inundation area, however, this alternative would reduce the potential exposure by about 12.5 percent.

Cultural Resources

No adverse impacts will result from implementation of this alternative since the results of the archaeological and historical surveys show that the project area contains no prehistoric cultural resources and no significant historic resources. The site includes no areas likely to contain subsurface manifestations of such resources.

Air Quality

The lower density alternative will result in lower operational and air pollutant emissions compared to the proposed project. The levels of pollutant emissions resulting from operations associated with full buildout of this alternative are as follows:

	Lower Density Alternative
Carbon Monoxide	4.35 tons/day
Nitrogen Oxides	0.88 tons/day
Sulfur Oxides	0.15 tons/day
Particulates	0.17 tons/day
Hydrocarbons	0.39 tons/day

Such reduced emissions are more in line with regional air quality improvement strategies, however, they still may not correspond with the AQMP which is based on existing general plan land uses. The City of Perris is requesting from SCAG a modification to the regional growth projection which would allocate more population and air emissions to the Perris Valley area. Should the proposed modification be accepted, then growth associated with this and other projects in the City (and the corresponding air emissions) would be deemed consistent with the AQMP, although mitigation measures to institute regional transportation strategies to reduce air pollutant emissions are still proposed with this alternative.

Noise

Any reduction in dwelling units will have a concomitant reduction in traffic volumes which would incrementally decrease on-site and off-site noise levels as presented for the proposed plan. This alternative impacts the residences along Ramona Expressway to the extent that noise barriers will be required. Generally, homes along interior roadways will not be exposed to noise levels greater than 60 CNEL. Noise levels along Rider Street are expected to require mitigation. Per the proposed plan, this alternative would require that additional noise studies be conducted prior to recordation of the final tract map and mitigation measures be incorporated into the final project design.

Wildlife and Vegetation

Development of the site with the uses proposed by the Lower Development Density Alternative would affect the same amount of area as the proposed plan. Since the existing vegetative communities are agricultural and ruderal/disturbed, loss of habitat is not a significant biological impact with either the proposed action or this alternative.

Land Use and Population

Utilizing the development scenario for this alternative described above, the projected population is estimated at 9,488 persons based on 2.75 persons per dwelling unit. This alternative will account for about 19 percent of the estimated Year 2000 City population of 49,250. This alternative by itself would not exceed SCAG projections for the project area, however, like the proposed plan, it will contribute population that City-wide will exceed the exiting SCAG forecast (i.e., SCAG projects 33,000 to 53,000 persons by Year 2010 whereas the City projects upwards of 80,000). As mentioned above, the City is requesting SCAG to allocate additional population growth to the Perris Valley area to be more consistent with experienced levels of population growth of the past several years and current projections. SCAG has indicated that they are open to the request and will be considering it over the next several months.

This alternative does not lessen the impact of the proposed plan relative to agricultural soils.

Traffic and Circulation

This alternative will generate approximately 67,855 external vehicle trips, which is less than the proposed plan. However, based on areawide traffic conditions, this alternative will not significantly relieve problem intersections as described for the proposed plan. All circulation system improvements described for the proposed plan would be required of this alternative as well.

Utilities, Public Services, and Energy Resources

This alternative would result in fewer emergency calls than the proposed plan. Using generation factors contained in the Supplemental EIR text, this alternative would ultimately require 14 police officers and 8 additional police department personnel. This alternative would also require one fire station and engine company ultimately.

Incremental decreases in the amount of water and sewer service requirements will occur with this alternative. This alternative would have an average flow demand of 1.9 million gallons of water per day. Based upon a project population of 9,948 persons, this alternative will generate 948,800 gallons per day of wastewater. These reduced levels of water and sewer service are considered beneficial in relation to the proposed plan.

In terms of impacts to schools, this alternative would reduce the number of public school students compared to the proposed plan. A total of 2,207 students would be generated by this alternative, consisting of 1,173 K-5 students, 517 6-8 students, and 517 9-12 students. As both school districts serving the project site are under present conditions of impaction, this alternative has impacts (need for use of temporary classrooms) and mitigation (school impaction fees) similar to the proposed plan.

From the standpoint of parks and recreation facilities, this alternative would generate less demand for parks and put less pressure on other recreation facilities in the area. This alternative provides the same amount of park land for 12.5 percent fewer residents which is a positive aspect of this alternative. However, this would result in less monies available to improve the dedicated park lands when basing in-lieu fees on population factors.

This alternative would generate about 11.2 tons per day of solid waste by 1992, increasing to 37.5 tons per day ultimately. This would reduce the average daily waste load of the project to 4.0 percent of the Mead Valley Landfill capacity in 1992.

This alternative reduces the estimated natural gas and electrical usage of the proposed plan. Residential units under this alternative will consume 22,994,250 cubic feet of natural gas while the commercial area will consume an additional 1,742,400 cubic feet of natural gas. Electricity usage for the residential units would be about 20,141,000 kwh with an additional 10,628,640 kwh consumed by the commercial acreage.

Reasons For Rejection Of The Lower Development Density Alternative

The Lower Development Density Alternative contains incrementally reduced impacts in the areas of traffic, noise, air quality, public services, and utilities and is considered environmentally superior to the proposed plan. No significant adverse impacts were avoided by the Lower Development Density Alternative although some of those mentioned above were only incrementally reduced when compared to the proposed project. This alternative, however, precludes some of the marketing objectives of the project, which include providing a homogeneous community to serve the needs of the entry-level buyer, the move-up buyer, the large family, and singles. A high percentage of the housing in this alternative will meet the housing affordability goal of SCAG and the County of Riverside.

The economic pressures and public demand for housing appears to have improved the development potential of the subject site. Existing agricultural uses have been marginally economically viable. The project site is in a high growth area and in the path of growth occurring outward from the City of Perris and Moreno Valley. It appears that the highest and best use of the site is urban use. Non-renewal of former agricultural preserve contract seems to support this.

For these reasons, the Lower Development Density Alternative was rejected.

4.8.3 REDUCED DEVELOPED ACREAGE ALTERNATIVE

The objective of the Reduced Developed Acreage Alternative is to provide a land use concept that could avoid significant impacts identified for the proposed plan. A scenario for the Reduced Acreage Alternative includes development of residential, commercial, and park uses on the portion of the site north of the Colorado River Aqueduct easement, which amounts to about

424 acres. The portion of the applicant's ownership south of the aqueduct would not be developed for residential, commercial, or industrial uses. A conceptual definition of land uses for this alternative includes 1,654 single-family residential units, 55 acres of commercial uses, 17 acres of parks, and 320 acres of undeveloped agricultural open space south of the aqueduct easement.

This alternative amounts to about a 43 percent reduction from the proposed land use plan density.

The environmental impacts of the Reduced Acreage Alternative are described in the sections which follow.

Earth Resources

Grading for the project will involve cut and fill operations which will alter the existing landform. Significantly less earth movement will occur with this alternative compared to the proposed plan. Ground surfaces which are temporarily exposed during grading may be eroded, thus erosion control measures will be required.

Due to the presence of regional faults, the potential exists for ground shaking at the project site. This, in turn, creates the potential for structural damage as a result of earthquake activity regardless of acreage developed.

Hydrology

Project grading will permanently alter the natural runoff pattern by channeling drainage through pipelines and channels to the Perris Valley Storm Drain. Storm flow rates on-site will increase due to the creation of impervious surfaces. For each developed acre, the runoff volume increases approximately 10 percent over undeveloped conditions. As this alternative develops the least acreage of the project alternatives, its runoff velocity and composition will be significantly reduced over that which will occur with the proposed plan or lower density alternative. Housing units would still be constructed within the Perris Reservoir Dam inundation area, however, this alternative would reduce the potential exposure by about 135 percent.

Air Quality

A reduced acreage alternative will result in lower operational and construction air pollutant emissions compared to the proposed project and the Lower Development Density Alternative. The levels of pollutant emissions resulting from operations associated with full buildout of this alternative are as follows:

Carbon Monoxide	2.66 tons/day
Nitrogen Oxides	0.54 tons/day
Sulfur Oxides	0.09 tons/day
Particulates	0.10 tons/day
Hydrocarbons	0.24 tons/day

Such reduced emissions are more in line with regional air quality improvement strategies, however, they still may not correspond with the AQMP which is based on existing general plan land uses. The City of Perris is requesting from SCAG a modification to the regional growth projection which would allocate more population and air emissions to the Perris Valley area. Should the proposed modification be accepted, then growth associated with this an other projects in the City (and the corresponding air emissions) would be deemed consistent with the AQMP, although mitigation measures to institute regional transportation strategies to reduce air pollutant emissions are still proposed with this alternative.

Noise

Any reduction in dwelling units will have a concomitant reduction in traffic volumes which would incrementally decrease on-site and off-site noise levels as presented for the proposed plan. This is particularly true with respect to Rider Street. Significant impacts due to the proposed plan would not occur under this alternative. The reduced acreage provided by this alternative will not change the significance of impacts the residences along Ramona Expressway since noise barriers will still be required. Generally, homes along interior roadways will not be exposed to noise levels greater than 60 CNEL. Mitigation will be needed for homes exposed to 75 CNEL or greater to achieve acceptable noise levels. As per the proposed plan, this alternative would require that additional noise studies be conducted prior to recordation of the final tract map and mitigation measures be incorporated into final project design.

Wildlife and Vegetation

Development of the site with the uses proposed by the Reduced Development Acreage Alternative would leave 320 acres open and available as forage area for wildlife, particularly raptors. Loss of habitat is not considered a significant biological impact with either the proposed action or this alternative.

Land Use and Population

Utilizing the development scenario for this alternative described above, the projected population is estimated at 4,466 persons based on 2.75 persons per dwelling unit. This alternative will account for about 10 percent of the estimated Year 2000 City population of 44,000. This alternative by itself would not exceed SCAG projections for the project area, however, like the proposed plan, it will contribute population City-wide that will exceed the existing SCAG forecast (i.e., SCAG forecasts 33,000 to 53,000 persons by Year 2010 whereas the City projects upwards of 80,000). As mentioned previously above, the City is requesting SCAG to allocate additional population growth to the Perris Valley area to be more consistent with experienced levels of population growth of the past several years and current projections. SCAG has indicated that they are open to the request and will be considering it over the next several months.

This alternative would conserve a significant amount of agricultural soils and would eliminate the significant adverse effect associated with the loss. Rather than lose 744 acres of agricultural soils to urbanization, this alternative would result in the loss of about 424 acres. Since agricultural crops have proven economically questionable on-site, the main benefit of the impact is in conservation of agricultural soil resources.

Cultural Resources

No adverse impacts will result from implementation of this alternative since the results of the archaeological and historical surveys show that the project area contains no prehistoric cultural resources and no significant historic resources. The site includes no areas likely to contain subsurface manifestations of such resources.

Traffic and Circulation

This alternative will generate approximately 41,525 external vehicle trips, which is approximately 40 percent less trips ends than the lower density alternative. Based on regional traffic projections for the proposed project, the following intersections in the project vicinity are expected to experience Level of Service (LOS) E or F capacity and will be used by project site traffic:

Ramona and Murrieta
Murrieta and Dawes
Center and Loop Road
Rider and Center
Placentia and Evans

Of these intersections, the reduced acreage alternative has the potential to improve LOS at the Ramona and Murrieta intersection from LOS E to LOS D and improve LOS at Placentia and Evans from LOS F to LOS E. All circulation system improvements described for the proposed plan with the exception of Rider Street improvements would be required of this alternative as well.

Utilities, Public Services, and Energy Resources

This alternative would result in fewer emergency calls than the proposed plan. Using generation factors contained in the Supplemental EIR text, this alternative would ultimately require 7 police officers and additional police department personnel. This alternative would also require one fire station and engine company ultimately, based on distance from existing facilities.

Incremental decreases in the amount of water and sewer service requirements will occur with this alternative. This alternative would have an average flow demand of 893,000 gallons of water per day. Based upon a project population of 4,466 persons, this alternative will generate 446,600 gallons per day of wastewater. These reduced levels of water and sewer service compared to the proposed plan are significant.

In terms of impacts to schools, this alternative would reduce the number of public school students compared to the proposed plan. A total of 1,060 students would be generated by this alternative, consisting of 562 K-5 students, 248 6-8 students and 248 9-12 students. As both school districts serving the project site are under present conditions of impaction, this alternative has impacts (need for use of temporary classrooms) and mitigation (school impaction fees) similar to the proposed plan.

From the standpoint of parks and recreation facilities, this alternative would generate less demand for parks and put less pressure on other recreation facilities in the area than the proposed plan. This alternative would require 33 acres of park land based on City standards. The 17 acres provided is short by approximately 50 percent. However, the open space provided by not developing the southern half of the property will more than compensate for this shortfall.

This alternative would generate about 17.64 tons per day of solid waste ultimately. This would reduce the average daily waste load of the project to about 2.0 percent of the Mead Valley Landfill capacity in 1992. This alternative however will not significantly expand the life of the landfill.

This alternative reduces the estimated natural gas and electrical usage of the proposed plan. Residential units under this alternative will consume 11,023,910 cubic feet of natural gas while the commercial area will consume and additional 958,320 cubic feet of natural gas. Electricity usage for the residential units would about 9,656,052 kwh with an additional 5,845,752 consumed by the commercial acreage. This usage is significantly reduced from the proposed plan.

Reasons For Rejection Of The Reduced Development Acreage Alternative

The Reduced Development Acreage Alternative contains significantly reduced impacts in the areas of traffic, air quality, public services, utilities and conversion of agricultural land. This alternative is considered environmentally superior to the proposed plan. However, this alternative meets

only a portion of the marketing objectives of the project, and results in a lower amount of affordable housing being made available to meet the Southern California housing demand compared to the proposed action.

As with the Lower Development Density Alternative, the economic pressures and public demand for housing appears to have improved the development potential of the subject site. Existing agricultural uses have been marginally economically viable. The project site is in a high growth areas and in the path of growth occurring outward from the City of Perris and Moreno Valley. It appears that the highest and best use of the site is urban use. Cancellation of former agricultural preserve contracts seems to support this and development pressure for any undeveloped portions will remain high.

For these reasons, the Reduced Development Acreage Alternative was rejected.

4.9 EFFECTS FOUND NOT TO BE SIGNIFICANT

This CEQA-required section was addressed adequately in the original Draft Specific Plan/EIR.

4.10 ORGANIZATIONS AND PERSONS CONSULTED

4.10.1 SUPPLEMENTAL EIR PREPARERS

The May Ranch Revised Specific Plan Supplemental/EIR was prepared for the City of Perris (lead agency) with environmental data collected, analyzed and compiled by Florian Martinez Associates, with support from other engineers and analysts. Major contributors are as follows:

City of Perris

Carl Parsons	Director of Planning
Lewis Mazei	Associate Planner
Carol Miller	Assistant Planner

Florian Martinez Associates

Gil Martinez	Executive Vice President
Keith Fichtner	Project Director
Kathy Tong	Project Planner
Thomas Ryan	Environmental Technical Support
Debbie Butz	Graphic Artist
Gary Bye	Associate Landscape Architect

Mohle Grover Associates

Hank Mohle	Traffic Engineering
Ed Norris	Traffic Engineering

APPENDICES

May Ranch

5.1 SUPPLEMENTAL TRAFFIC ANALYSIS AUGUST 3, 1988

TABLE 1
TRIP GENERATION
NORTH PERRIS AREA

08-05-1988

ZONE	LAND USE	SIZE	TRIP RATES AM IN	TRIP RATES AM OUT	TRIP RATES PM IN	TRIP RATES PM OUT	TRIP RATES 24 HOUR	TRIP ENDS AM IN	TRIP ENDS AM OUT	TRIP ENDS PM IN	TRIP ENDS PM OUT	TRIP ENDS 24 HOUR
0601	AGRICULTURAL	226 AC	0.00	0.00	0.00	0.00	2.0	0	0	0	0	452
0140	MANUFACTURING	9 KSF	0.76	0.17	0.20	0.77	7.0	7	2	2	7	63
0607	MANUFACTURING	87 KSF	0.76	0.17	0.20	0.77	7.0	66	15	17	67	609
0625	MANUFACTURING	348 KSF	0.76	0.17	0.20	0.77	7.0	264	59	70	268	2436
0626	MANUFACTURING	2091 KSF	0.76	0.17	0.20	0.77	7.0	1589	355	418	1610	14637
0196	COMMERCIAL	478 KSF	0.65	0.28	1.59	1.79	40.4	311	134	760	856	19311
0671	COMMERCIAL	87 KSF	1.29	0.55	3.26	3.40	78.0	112	48	284	296	6786
0675	MANUFACTURING	610 KSF	0.76	0.17	0.20	0.77	7.0	464	104	122	470	4270
0696	AGRICULTURAL	20 AC	0.00	0.00	0.00	0.00	2.0	0	0	0	0	40
0699	COMMERCIAL	348 KSF	0.74	0.32	1.73	1.95	45.4	258	111	602	679	15799
0501	RESIDENTIAL	1608 DU	0.20	0.55	0.64	0.37	10.1	322	884	1029	595	16241
0401	RESIDENTIAL	960 DU	0.20	0.55	0.64	0.37	10.1	192	528	614	355	9696
1228	COMMERCIAL	403 KSF	0.70	0.30	1.66	1.87	42.9	282	121	669	754	17289
0701	MANUFACTURING	1394 KSF	0.76	0.17	0.20	0.77	7.0	1059	237	279	1073	9758
0799	AGRICULTURAL	480 AC	0.00	0.00	0.00	0.00	2.0	0	0	0	0	960
0812	MOBILE HOME	15 AC	0.91	2.71	2.87	2.04	39.1	14	41	43	31	587
0801	COMMERCIAL	828 KSF	0.53	0.23	1.43	1.61	34.8	439	190	1184	1333	28814
1230	MANUFACTURING	450 KSF	0.76	0.17	0.20	0.77	7.0	342	77	90	347	3150
0871	MANUFACTURING	2091 KSF	0.76	0.17	0.20	0.77	7.0	1589	355	418	1610	14637
1299	COMMERCIAL	50 KSF	1.61	0.69	4.26	4.43	94.7	81	35	213	221	4735
0897	AGRICULTURAL	31 AC	0.00	0.00	0.00	0.00	2.0	0	0	0	0	62
1801	MANUFACTURING	3111 KSF	0.76	0.17	0.20	0.77	7.0	2364	529	622	2395	21777
1701	COMMERCIAL	19 KSF	2.38	1.02	6.78	7.05	132.9	45	19	129	134	2525
1705	MOBILE HOME	75 AC	0.91	2.71	2.87	2.04	39.1	68	203	215	153	2933
1728	MANUFACTURING	610 KSF	0.76	0.17	0.20	0.77	7.0	464	104	122	470	4270
1825	AGRICULTURAL	140 AC	0.00	0.00	0.00	0.00	2.0	0	0	0	0	280
1771	COMMERCIAL	56 KSF	1.54	0.66	4.03	4.20	91.0	86	37	226	235	5096
1751	RESIDENTIAL	1650 DU	0.09	0.44	0.46	0.21	6.1	149	726	759	347	10065
2071	COMMERCIAL	80 KSF	1.34	0.57	3.40	3.54	80.3	107	46	272	283	6424
0693	AGRICULTURAL	4 AC	0.00	0.00	0.00	0.00	2.0	0	0	0	0	8
2005	RESIDENTIAL	1375 DU	0.09	0.44	0.46	0.21	6.1	124	605	633	289	8388
0725	RESIDENTIAL	653 DU	0.11	0.30	0.35	0.21	4.8	72	196	229	137	3134
1071	RESIDENTIAL	1490 DU	0.30	0.50	0.60	0.30	12.0	447	745	894	447	17880
2101	RESIDENTIAL	2085 DU	0.20	0.55	0.64	0.37	10.1	417	1147	1334	771	21059
1301	RESIDENTIAL	12400 DU	0.20	0.55	0.64	0.37	10.1	2480	6820	7936	4588	125240
0830	COMMERCIAL	109 KSF	1.18	0.51	2.93	3.05	72.1	129	56	319	332	7859
0901	COMMERCIAL	381 KSF	0.72	0.31	1.68	1.90	43.8	274	118	640	724	16688
0840	RESIDENTIAL	225 DU	0.20	0.55	0.64	0.37	10.1	45	124	144	83	2273
0911	RESIDENTIAL	231 DU	0.20	0.55	0.64	0.37	10.1	46	127	148	85	2333
0915	RESIDENTIAL	198 DU	0.20	0.55	0.64	0.37	10.1	40	109	127	73	2000
0850	RESIDENTIAL	217 DU	0.20	0.55	0.64	0.37	10.1	43	119	139	80	2192
0916	PUBLIC PARK	9 AC	5.47	0.00	0.00	3.33	36.6	49	0	0	30	329
0921	RESIDENTIAL	187 DU	0.09	0.44	0.46	0.21	6.1	17	82	86	39	1141
0946	RESIDENTIAL	300 DU	0.20	0.55	0.64	0.37	10.1	60	165	192	111	3030
0955	RESIDENTIAL	172 DU	0.20	0.55	0.64	0.37	10.1	34	95	110	64	1737
0976	RESIDENTIAL	203 DU	0.20	0.55	0.64	0.37	10.1	41	112	130	75	2050
0977	PUBLIC PARK	6 AC	5.47	0.00	0.00	3.33	36.5	33	0	0	20	219
0980	RESIDENTIAL	252 DU	0.20	0.55	0.64	0.37	10.1	50	139	161	93	2545
0999	RESIDENTIAL	280 DU	0.20	0.55	0.64	0.37	10.1	56	154	179	104	2828
1630	RESIDENTIAL	128 DU	0.20	0.55	0.64	0.37	10.1	26	70	82	47	1293
1505	RESIDENTIAL	150 DU	0.20	0.55	0.64	0.37	10.1	30	83	96	56	1515
1526	RESIDENTIAL	128 DU	0.20	0.55	0.64	0.37	10.1	26	70	82	47	1293
1511	RESIDENTIAL	81 DU	0.20	0.55	0.64	0.37	10.1	16	45	52	30	818
1540	RESIDENTIAL	16 DU	0.20	0.55	0.64	0.37	10.1	3	9	10	6	162
0996	RESIDENTIAL	300 DU	0.20	0.55	0.64	0.37	10.1	60	165	192	111	3030
0997	PUBLIC PARK	10 AC	5.47	0.00	0.00	3.33	36.6	55	0	0	33	366
1601	COMMERCIAL	152 KSF	1.03	0.44	2.50	2.60	64.2	157	67	380	395	9758
1605	RESIDENTIAL	203 DU	0.20	0.55	0.64	0.37	10.1	41	112	130	75	2050
1606	RESIDENTIAL	192 DU	0.20	0.55	0.64	0.37	10.1	38	106	123	71	1939
1616	RESIDENTIAL	232 DU	0.20	0.55	0.64	0.37	10.1	46	128	148	86	2343
1621	RESIDENTIAL	188 DU	0.09	0.44	0.46	0.21	6.1	17	83	86	39	1147
1625	COMMERCIAL	174 KSF	0.98	0.42	2.34	2.44	61.2	171	73	407	425	10649
							TOTALS	15817	16884	24348	24155	482998

SUPPLEMENTAL TRAFFIC REPORT

August 3, 1988

TABLE 1
TRIP GENERATION
MAY RANCH

08-05-1988

ZONE	LAND USE	SIZE	TRIP RATES AM IN	TRIP RATES AM OUT	TRIP RATES PM IN	TRIP RATES PM OUT	TRIP RATES 24 HOUR	TRIP ENDS AM IN	TRIP ENDS AM OUT	TRIP ENDS PM IN	TRIP ENDS PM OUT	TRIP ENDS 24 HOUR
0830	COMMERCIAL	109 KSF	1.18	0.51	2.93	3.05	72.1	129	56	319	332	7859
0901	COMMERCIAL	381 KSF	0.72	0.31	1.68	1.90	43.8	274	118	640	724	16688
0840	RESIDENTIAL	225 DU	0.20	0.55	0.64	0.37	10.1	45	124	144	83	2273
0911	RESIDENTIAL	231 DU	0.20	0.55	0.64	0.37	10.1	46	127	148	85	2333
0915	RESIDENTIAL	198 DU	0.20	0.55	0.64	0.37	10.1	40	109	127	73	2000
0850	RESIDENTIAL	217 DU	0.20	0.55	0.64	0.37	10.1	43	119	139	80	2192
0916	PUBLIC PARK	9 AC	5.47	0.00	0.00	3.33	36.6	49	0	0	30	329
0921	RESIDENTIAL	187 DU	0.09	0.44	0.46	0.21	6.1	17	82	86	39	1141
0946	RESIDENTIAL	300 DU	0.20	0.55	0.64	0.37	10.1	60	165	192	111	3030
0955	RESIDENTIAL	172 DU	0.20	0.55	0.64	0.37	10.1	34	95	110	64	1737
0976	RESIDENTIAL	203 DU	0.20	0.55	0.64	0.37	10.1	41	112	130	75	2050
0977	PUBLIC PARK	6 AC	5.47	0.00	0.00	3.33	36.5	33	0	0	20	219
0980	RESIDENTIAL	252 DU	0.20	0.55	0.64	0.37	10.1	50	139	161	93	2545
0999	RESIDENTIAL	280 DU	0.20	0.55	0.64	0.37	10.1	56	154	179	104	2828
1630	RESIDENTIAL	128 DU	0.20	0.55	0.64	0.37	10.1	26	70	82	47	1293
1505	RESIDENTIAL	150 DU	0.20	0.55	0.64	0.37	10.1	30	83	96	56	1515
1526	RESIDENTIAL	128 DU	0.20	0.55	0.64	0.37	10.1	26	70	82	47	1293
1511	RESIDENTIAL	81 DU	0.20	0.55	0.64	0.37	10.1	16	45	52	30	818
1540	RESIDENTIAL	16 DU	0.20	0.55	0.64	0.37	10.1	3	9	10	6	162
0996	RESIDENTIAL	300 DU	0.20	0.55	0.64	0.37	10.1	60	165	192	111	3030
0997	PUBLIC PARK	10 AC	5.47	0.00	0.00	3.33	36.6	55	0	0	33	366
1601	COMMERCIAL	152 KSF	1.03	0.44	2.50	2.60	64.2	157	67	380	395	9758
1605	RESIDENTIAL	203 DU	0.20	0.55	0.64	0.37	10.1	41	112	130	75	2050
1606	RESIDENTIAL	192 DU	0.20	0.55	0.64	0.37	10.1	38	106	123	71	1939
1616	RESIDENTIAL	232 DU	0.20	0.55	0.64	0.37	10.1	46	128	148	86	2343
1621	RESIDENTIAL	188 DU	0.09	0.44	0.46	0.21	6.1	17	83	86	39	1147
1625	COMMERCIAL	174 KSF	0.98	0.42	2.34	2.44	61.2	171	73	407	425	10649
							TOTALS	1603	2411	4163	3334	83587

TABLE 2
INTERSECTION PEAK HOUR VOLUMES - MAY RANCH ONLY

INTERSECTION NUMBER	INTERSECTION NAME	PEAK HOUR	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
1	PERRIS BLVD @ MARKHAM ST	AM	0	0	0	853	0	0	0	0	0	670	0	0
		PM	0	0	0	917	0	0	0	0	0	1001	0	0
2	CAJALCO RD @ I-215 S/B	AM	363	0	190	0	577	44	482	211	0	0	0	0
		PM	619	0	187	0	999	120	621	440	0	0	0	0
3	RAMONA EXPWY @ I-215 N/B	AM	708	232	0	0	0	0	520	0	909	0	173	156
		PM	1534	84	0	0	0	0	860	0	641	0	202	240
4	RAMONA EXPWY @ PERRIS BLVD	AM	648	128	88	400	221	232	1128	57	302	240	68	67
		PM	1510	192	72	308	465	144	1265	112	381	428	82	114
5	RAMONA EXPWY @ REDLANDS AVE	AM	880	0	56	20	96	0	1456	17	130	15	41	24
		PM	1967	0	122	34	219	0	1626	72	177	34	143	54
6	RAMONA EXPWY @ MURRIETA RD	AM	319	0	671	104	12	0	540	16	5	158	1063	5
		PM	617	0	1613	238	15	0	445	22	3	208	1429	1
7	RAMONA EXPWY @ EVANS RD	AM	326	0	0	0	0	0	557	0	0	0	0	0
		PM	625	0	0	0	0	0	472	0	0	0	0	0
8	RAMONA EXPWY @ BRADLEY ST	AM	326	0	0	0	0	0	557	12	0	0	0	12
		PM	625	0	0	0	0	0	472	13	0	0	0	0
9	DAWES ST @ MURRIETA RD	AM	0	195	12	429	0	62	0	0	0	1016	13	0
		PM	0	129	8	1131	0	189	0	0	0	831	21	0
10	STREET "A" @ CENTER ST	AM	0	0	39	231	209	0	0	98	544	365	25	31
		PM	0	0	30	508	570	0	0	71	381	447	57	93
11	MORGAN ST @ STREET "A"	AM	0	0	0	177	28	0	0	0	0	307	0	0
		PM	0	0	0	334	0	0	0	0	21	274	0	0
12	RIDER AVE @ PERRIS BLVD	AM	0	0	0	545	0	0	0	247	0	375	0	76
		PM	0	0	0	492	0	0	0	276	0	634	0	269
13	RIDER AVE @ REDLANDS AVE	AM	86	0	0	19	73	0	247	270	25	45	0	187
		PM	279	0	0	81	147	0	276	222	152	69	0	384
14	RIDER AVE @ CENTER ST	AM	149	86	0	170	85	152	336	107	146	203	0	39
		PM	351	209	0	354	161	121	237	101	112	319	0	99
15	RIDER AVE @ EVANS ST	AM	178	0	0	0	0	0	323	0	0	0	0	0
		PM	333	0	0	0	0	0	270	0	0	0	0	0
16	RIDER ST @ STREET "A"	AM	0	0	0	140	80	0	0	201	198	66	0	67
		PM	0	0	0	105	208	0	0	149	142	140	0	196
17	RIDER ST @ BRADLEY RD	AM	55	0	24	0	12	0	126	11	1	0	79	1
		PM	120	0	72	0	0	0	104	12	3	0	57	0
18	RAMONA EXPWY @ RIDER ST	AM	315	0	24	0	0	0	519	23	0	0	49	29
		PM	584	0	51	0	0	0	448	45	0	0	37	13
19	RAMONA EXPWY @ PLACENTIA AVE	AM	330	0	14	0	0	0	531	15	0	0	11	13
		PM	585	0	13	0	0	0	479	22	0	0	14	0
20	PLACENTIA AVE @ I-215 S/B	AM	0	0	0	0	55	0	0	318	0	0	0	0
		PM	0	0	0	0	122	0	0	360	0	0	0	0
21	PLACENTIA AVE @ I-215 N/B	AM	55	0	0	0	0	0	318	0	52	0	0	0
		PM	122	0	0	0	0	0	360	0	127	0	0	123
22	PLACENTIA AVE @ PERRIS BLVD	AM	55	0	0	637	0	144	217	110	0	451	0	26
		PM	135	111	0	589	0	170	307	111	0	803	0	86
23	PLACENTIA AVE @ REDLANDS AVE	AM	81	0	0	120	12	157	160	33	11	221	0	66
		PM	203	29	0	168	20	116	292	52	5	429	0	161
24	PLACENTIA AVE @ EVANS RD	AM	11	46	6	133	12	80	13	0	1	92	23	0
		PM	0	97	34	175	0	58	18	0	4	207	42	0
25	ORANGE AVE @ PERRIS BLVD	AM	0	0	0	738	0	0	0	0	0	477	0	0
		PM	0	0	0	689	0	0	0	0	0	889	0	0
26	CITRUS AVE @ PERRIS BLVD	AM	0	0	0	738	0	0	0	0	0	477	0	0
		PM	0	0	0	689	0	0	0	0	0	889	0	0
27	NUEVO RD @ PERRIS BLVD	AM	190	0	0	738	0	0	0	0	0	477	0	0
		PM	357	0	0	689	0	0	0	0	0	889	0	0

TABLE 3

INTERSECTION ANALYSIS RESULTS

EXISTING + MAY RANCH TRAFFIC ONLY

A.M. PEAK HOUR

INTERSECTION NUMBER	INTERSECTION NAME	LEVEL OF SERVICE	AVERAGE DELAY (SEC)	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
1	MARKHAM ST @ PERRIS BLVD	B	7	2	1	S	3	1	S	2	1	S	3	1	S
2	CAJALCO RD @ I-215 S/B	B	13	2	-	1	S	2	1	2	2	-	-	-	-
3	RAMONA EXPWY @ I-215 N/B	B	11	2	2	-	-	-	-	2	-	1	S	1	2
4	RAMONA EXPWY @ PERRIS BLVD	C	17	3	2	1	3	2	1	3	2	1	3	2	1
5	RAMONA EXPWY @ REDLANDS AVE	A	4	3	2	S	3	2	S	3	2	1	3	2	S
6	RAMONA EXPWY @ MURRIETTA RD	B	7	3	2	2	3	2	1	3	2	1	3	2	1
7	RAMONA EXPWY @ EVANS RD	A	1	3	-	S	-	-	-	3	2	-	-	1	1
8	RAMONA EXPWY @ BRADLEY RD	A	2	3	-	S	-	-	-	3	2	-	-	1	1
9	DAWES ST @ MURRIETA RD	B	6	1	-	-	3	2	S	2	1	S	3	2	S
10	STREET "A" @ CENTER ST	C	15	2	1	S	3	2	S	2	2	S	3	2	S
11	MORGAN ST @ STREET "A"	A	2	-	-	-	2	1	-	-	1	1	2	-	S
12	RIDER ST @ PERRIS BLVD	B	10	2	1	S	3	1	S	2	1	S	3	1	S
13	RIDER ST @ REDLANDS AVE	B	13	2	1	S	3	1	S	2	1	S	3	1	S
14	RIDER ST @ CENTER ST	B	13	2	1	S	3	1	S	2	2	S	3	2	S
15	RIDER ST @ EVANS RD	A	1	2	-	S	-	-	-	2	1	-	S	1	S
16	RIDER ST @ STREET "A"	B	14	1	S	S	2	1	S	S	2	S	2	1	S
17	RIDER ST @ BRADLEY RD	B	10	2	1	S	1	1	1	2	1	S	1	S	S
18	RAMONA EXPWY @ RIDER ST	B	6	3	-	S	-	-	-	3	2	-	-	1	1
19	RAMONA EXPWY @ PLACENTIA AVE	A	1	3	-	S	-	-	-	3	2	-	-	2	1
20	PLACENTIA AVE @ I-215 S/B	B	6	2	-	S	S	2	1	2	2	-	-	-	-
21	PLACENTIA AVE @ I-215 N/B	A	2	2	2	-	-	-	-	2	-	1	S	1	2
22	PLACENTIA AVE @ PERRIS BLVD	B	10	3	2	1	3	2	1	3	2	1	3	2	1
23	PLACENTIA AVE @ REDLANDS AVE	B	10	3	1	S	3	1	S	3	1	S	3	2	S
24	PLACENTIA AVE @ EVANS RD	B	9	3	2	S	3	2	S	2	1	2	3	2	S
25	ORANGE AVE @ PERRIS BLVD	A	3	2	1	S	3	2	S	2	1	S	3	2	S
26	CITRUS AVE @ PERRIS BLVD	A	4	2	1	2	3	2	S	2	1	S	3	2	S
27	NUEVO RD @ PERRIS BLVD	B	7	3	2	1	3	1	S	3	2	S	3	2	S

S = SHARED WITH THRU LANE

TABLE 4

INTERSECTION ANALYSIS RESULTS

EXISTING + MAY RANCH TRAFFIC ONLY

P.M. PEAK HOUR

INTERSECTION NUMBER	INTERSECTION NAME	LEVEL OF SERVICE	AVERAGE DELAY (SEC)	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
1	MARKHAM ST @ PERRIS BLVD	B	9	2	1	S	3	1	S	2	1	S	3	1	S
2	CAJALCO RD @ I-215 S/B	C	19	2	-	1	S	2	1	2	2	-	-	-	-
3	RAMONA EXPWY @ I-215 N/B	B	7	2	2	-	-	-	-	2	-	1	S	1	2
4	RAMONA EXPWY @ PERRIS BLVD	C	21	3	2	1	3	2	1	3	2	1	3	2	1
5	RAMONA EXPWY @ REDLANDS AVE	D	32	3	2	S	3	2	S	3	2	1	3	2	S
6	RAMONA EXPWY @ MURRIETTA RD	B	9	3	2	2	3	2	1	3	2	1	3	2	1
7	RAMONA EXPWY @ EVANS RD	A	1	3	-	S	-	-	-	3	2	-	-	1	1
8	RAMONA EXPWY @ BRADLEY RD	A	1	3	-	S	-	-	-	3	2	-	-	1	1
9	DAWES STA RD @ DAWES ST	B	7	1	-	-	3	2	S	2	1	S	3	2	S
10	STREET "A" @ CENTER ST	C	19	2	1	S	3	2	S	2	2	S	3	2	S
11	MORGAN ST @ STREET "A"	A	2	-	-	-	2	1	-	-	1	1	2	-	S
12	RIDER ST @ PERRIS BLVD	B	7	2	1	S	3	1	S	2	1	S	3	1	S
13	RIDER ST @ REDLANDS AVE	C	17	2	1	S	3	1	S	2	1	S	3	1	S
14	RIDER ST @ CENTER ST	C	16	2	1	S	3	1	S	2	2	S	3	2	S
15	RIDER ST @ EVANS RD	A	1	2	-	S	-	-	-	2	1	-	S	1	S
16	RIDER ST @ STREET "A"	C	18	1	S	S	2	1	S	S	2	S	2	1	S
17	RIDER ST @ BRADLEY RD	B	14	2	1	S	1	1	1	2	1	S	1	S	S
18	RAMONA EXPWY @ RIDER ST	A	3	3	-	S	-	-	-	3	2	-	-	1	1
19	RAMONA EXPWY @ PLACENTIA AVE	A	2	3	-	S	-	-	-	3	2	-	-	2	1
20	PLACENTIA AVE @ I-215 S/B	B	7	2	-	S	S	2	1	2	2	-	-	-	-
21	PLACENTIA AVE @ I-215 N/B	B	14	2	2	-	-	-	-	2	-	1	S	1	2
22	PLACENTIA AVE @ PERRIS BLVD	B	10	3	2	1	3	2	1	3	2	1	3	2	1
23	PLACENTIA AVE @ REDLANDS AVE	B	11	3	1	S	3	1	S	3	1	S	3	2	S
24	PLACENTIA AVE @ EVANS RD	B	9	3	2	S	3	2	S	2	1	2	3	2	S
25	ORANGE AVE @ PERRIS BLVD	B	6	2	1	S	3	2	S	2	1	S	3	2	S
26	CITRUS AVE @ PERRIS BLVD	A	2	2	1	2	3	2	S	2	1	S	3	2	S
27	NUEVO RD @ PERRIS BLVD	B	10	3	2	1	3	1	S	3	2	S	3	2	S

S = SHARED WITH THRU LANE

TABLE 5

PERCENT INTERSECTION PEAK HOUR VOLUME
FROM
MAY RANCH PROJECT
EXISTING + MAY RANCH TRAFFIC ONLY

INTERSECTION NUMBER	INTERSECTION NAME	TOTAL INTERSECTION VOLUME	MAY RANCH PMPH VOLUME	MAY RANCH VOLUME PERCENT
1	MARKHAM ST @ PERRIS BLVD	1918	618	32
2	CAJALCO RD @ I-215 S/B	2986	1438	48
3	RAMONA EXPWY @ I-215 N/B	3561	2089	58
4	RAMONA EXPSWY @ PERRIS BLVD	5073	2829	55
5	RAMONA EXPWY @ REDLANDS AVE	4398	3390	77
6	RAMONA @ MURRIETTA	4537	3529	77
7	RAMONA @ EVANS	1077	69	6
8	RAMONA @ BRADLEY	1080	72	6
9	DAWES ST @ MURRIETA RD	2261	2261	100
10	STREET "A" @ CENTER ST	2107	2107	100
11	MORGAN ST @ STREET "A"	589	589	100
12	RIDER ST @ PERRIS BLVD	1661	701	42
13	RIDER ST @ REDLANDS AVE	1550	1550	100
14	RIDER ST @ CENTER ST	1994	1994	100
15	RIDER ST @ EVANS RD	563	563	100
16	RIDER ST @ STREET "A"	900	900	100
17	RIDER ST @ BRADLEY RD	325	325	100
18	RAMONA EXPWY @ RIDER ST	1138	130	11
19	RAMONA EXPWY @ PLACENTIA AVE	1073	65	6
20	PLACENTIA AVE @ I-215 S/B	442	442	100
21	PLACENTIA AVE @ I-215 N/B	692	692	100
22	PLACENTIA AVE @ PERRIS BLVD	2272	1312	57
23	PLACENTIA AVE @ REDLANDS AVE	1400	1400	100
24	PLACENTIA AVE @ EVANS RD	581	581	100
25	ORANGE AVE @ PERRIS BLVD	1578	618	39
26	CITRUS AVE @ PERRIS BLVD	1578	618	39
27	NUEVO RD @ PERRIS BLVD	1925	965	50

TABLE 2
INTERSECTION PEAK HOUR VOLUMES
MAY RANCH + McCANNA RANCH

INTERSECTION NUMBER	INTERSECTION NAME	PEAK HOUR	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
1	MARKHAM ST @ PERRIS BLVD		0	0	0	929	0	0	0	0	32	745	0	0
			0	0	0	787	283	0	0	0	36	1040	0	0
2	CAJALCO RD @ I-215 S/B		439	0	190	0	744	44	588	282	0	0	0	0
			753	0	195	0	1286	120	696	502	0	0	0	0
3	RAMONA EXPWY @ I-215 N/B		951	232	0	0	0	0	703	0	1204	0	167	222
			1955	84	0	0	0	0	995	0	792	0	203	252
4	RAMONA EXPWY @ PERRIS BLVD		957	128	88	400	297	232	1607	50	377	240	68	101
			1905	192	110	308	335	144	1541	133	420	428	92	106
5	RAMONA EXPWY @ REDLANDS AVE		1301	0	53	20	149	0	2013	21	200	15	30	49
			2247	0	99	41	133	0	1973	84	114	37	130	62
6	RAMONA EXPWY @ MURRIETA RD		826	0	663	103	66	0	1305	49	125	166	929	20
			1213	0	1219	529	275	0	888	44	95	315	1283	23
7	RAMONA EXPWY @ EVANS RD		562	0	357	0	0	0	967	0	0	0	537	0
			1056	0	468	0	0	0	718	0	0	0	344	0
8	RAMONA EXPWY @ BRADLEY ST		327	0	245	0	0	0	555	19	0	0	421	23
			627	0	440	0	0	0	470	30	0	0	258	20
9	DAWES ST @ MURRIETA RD		0	187	13	429	0	61	0	0	2	956	14	0
			0	127	9	1031	11	179	0	0	0	822	24	0
10	STREET "A" @ CENTER ST		0	0	46	263	207	0	0	103	532	345	26	32
			0	0	30	449	537	0	0	71	368	451	58	90
11	MORGAN ST @ STREET "A"		0	0	0	178	26	0	0	188	12	301	0	48
			0	0	0	316	11	0	0	77	23	263	0	270
12	RIDER ST @ PERRIS BLVD		0	0	0	538	0	0	0	460	0	409	0	118
			0	0	0	513	48	0	0	344	0	626	0	514
13	RIDER ST @ REDLANDS AVE		128	0	0	23	71	0	460	439	14	69	0	286
			562	0	0	93	131	0	355	318	142	76	0	620
14	RIDER ST @ CENTER ST		285	88	0	177	84	190	686	262	143	187	0	122
			820	237	1	308	146	123	399	196	108	294	0	218
15	RIDER ST @ EVANS RD		395	0	0	0	0	0	825	0	0	0	0	0
			919	0	0	0	0	0	525	0	0	0	0	0
16	RIDER ST @ STREET "A"		0	0	0	320	81	0	0	526	192	104	0	248
			0	0	0	171	194	0	0	338	133	399	0	526
17	RIDER ST @ BRADLEY ST		57	188	24	0	12	318	125	11	1	0	79	1
			125	332	69	0	12	190	98	12	3	0	56	1
18	RAMONA EXPWY @ RIDER ST		326	0	24	0	0	0	527	32	0	0	48	44
			598	0	49	0	0	0	464	58	0	0	36	35
19	RAMONA EXPWY @ PLACENTIA AVE		356	0	14	0	0	0	547	14	0	0	11	14
			620	0	13	0	0	0	508	21	0	0	14	13
20	PLACENTIA AVE @ I-215 S/B		0	0	0	0	55	0	0	494	0	0	0	0
			0	0	0	0	159	0	0	433	0	0	0	0
21	PLACENTIA AVE @ I-215 N/B		55	0	0	0	0	0	494	0	50	0	0	0
			159	0	0	0	0	0	433	0	140	0	0	382
22	PLACENTIA AVE @ PERRIS BLVD		55	0	0	721	0	267	267	133	0	527	0	26
			282	260	0	634	0	213	350	140	0	890	0	142
23	PLACENTIA AVE @ REDLANDS AVE		81	0	0	214	12	237	154	33	11	344	0	67
			292	141	0	219	19	173	307	53	4	560	0	116
24	PLACENTIA AVE @ EVANS RD		11	47	6	227	13	84	13	0	1	144	24	0
			11	135	34	226	12	68	18	0	4	306	42	0
25	ORANGE AVE @ PERRIS BLVD		0	0	0	844	0	0	0	0	0	553	0	0
			0	0	0	764	0	0	0	0	0	1032	0	0
26	CITRUS AVE @ PERRIS BLVD		0	0	0	844	0	0	0	0	0	553	0	0
			0	0	0	764	0	0	0	0	0	1032	0	0
27	NUEVO RD @ PERRIS BLVD		262	0	0	844	0	0	0	0	0	553	0	0
			343	0	0	764	0	0	0	0	0	1032	0	0

TABLE 3

INTERSECTION ANALYSIS RESULTS

EXISTING + MAY RANCH + McCANNA RANCH TRAFFIC ONLY

A.M. PEAK HOUR

INTERSECTION NUMBER	INTERSECTION NAME	LEVEL OF SERVICE	AVERAGE DELAY (SEC)	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
1	MARKHAM ST @ PERRIS BLVD	B	13	2	1	S	3	1	S	2	1	S	3	1	S
2	CAJALCO RD @ I-215 S/B	B	14	2	-	1	S	2	1	2	2	-	-	-	-
3	RAMONA EXPWY @ I-215 N/B	C	25	2	2	-	-	-	-	2	-	1	S	1	2
4	RAMONA EXPWY @ PERRIS BLVD	B	11	3	2	1	3	2	1	3	2	1	3	2	1
5	RAMONA EXPWY @ REDLANDS AVE	B	5	3	2	S	3	2	S	3	2	1	3	2	S
6	RAMONA EXPWY @ MURRIETTA RD	E	45	3	2	2	3	2	1	3	2	1	3	2	1
7	RAMONA EXPWY @ EVANS RD	B	10	3	-	S	-	-	-	3	2	-	-	1	1
8	RAMONA EXPWY @ BRADLEY RD	B	8	3	-	S	-	-	-	3	2	-	-	1	1
9	DAWES STA RD @ DAWES ST	A	4	1	-	-	3	2	S	2	1	S	3	2	S
10	STREET "A" @ CENTER ST	C	16	2	1	S	3	2	S	2	2	S	3	2	S
11	MORGAN ST @ STREET "A"	B	10	-	-	-	2	1	-	-	1	1	2	-	S
12	RIDER ST @ PERRIS BLVD	B	11	2	1	S	3	1	S	2	1	S	3	1	S
13	RIDER ST @ REDLANDS AVE	B	11	2	1	S	3	1	S	2	1	S	3	1	S
14	RIDER ST @ CENTER ST	C	18	2	1	S	3	1	S	2	2	S	3	2	S
15	RIDER ST @ EVANS RD	A	2	2	-	S	-	-	-	2	1	-	S	1	S
16	RIDER ST @ STREET "A"	B	15	1	S	S	2	1	S	S	2	S	2	1	S
17	RIDER ST @ BRADLEY RD	C	17	2	1	S	1	1	1	2	1	S	1	S	S
18	RAMONA EXPWY @ RIDER ST	A	5	3	-	S	-	-	-	3	2	-	-	1	1
19	RAMONA EXPWY @ PLACENTIA AVE	A	2	3	-	S	-	-	-	3	2	-	-	2	1
20	PLACENTIA AVE @ I-215 S/B	B	8	2	-	S	S	2	1	2	2	-	-	-	-
21	PLACENTIA AVE @ I-215 N/B	A	2	2	2	-	-	-	-	2	-	1	S	1	2
22	PLACENTIA AVE @ PERRIS BLVD	B	10	3	2	1	3	2	1	3	2	1	3	2	1
23	PLACENTIA AVE @ REDLANDS AVE	B	10	3	1	S	3	1	S	3	1	S	3	2	S
24	PLACENTIA AVE @ EVANS RD	B	6	3	2	S	3	2	S	2	1	2	3	2	S
25	ORANGE AVE @ PERRIS BLVD	A	4	2	1	S	3	2	S	2	1	S	3	2	S
26	CITRUS AVE @ PERRIS BLVD	A	3	2	1	2	3	2	S	2	1	S	3	2	S
27	NUEVO RD @ PERRIS BLVD	B	9	3	2	1	3	1	S	3	2	S	3	2	S

S = SHARED WITH THRU LANE

TABLE 4

INTERSECTION ANALYSIS RESULTS

EXISTING + MAY RANCH + McCANNA RANCH TRAFFIC ONLY

P.M. PEAK HOUR

INTERSECTION NUMBER	INTERSECTION NAME	LEVEL OF SERVICE	AVERAGE DELAY (SEC)	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
1	MARKHAM ST @ PERRIS BLVD	B	11	2	1	S	3	1	S	2	1	S	3	1	S
2	CAJALCO RD @ I-215 S/B	C	20	2	-	1	S	2	1	2	2	-	-	-	-
3	RAMONA EXPWY @ I-215 N/B	B	7	2	2	-	-	-	-	2	-	1	S	1	2
4	RAMONA EXPWY @ PERRIS BLVD	B	15	3	2	1	3	2	1	3	2	1	3	2	1
5	RAMONA EXPWY @ REDLANDS AVE	D+	26	3	2	S	3	2	S	3	2	1	3	2	S
6	RAMONA EXPWY @ MURRIETTA RD	D	33	3	2	2	3	2	1	3	2	1	3	2	1
7	RAMONA EXPWY @ EVANS RD	B	8	3	-	S	-	-	-	3	2	-	-	1	1
8	RAMONA EXPWY @ BRADLEY RD	B	9	3	-	S	-	-	-	3	2	-	-	1	1
9	DAWES STA RD @ DAWES ST	A	4	1	-	-	3	2	S	2	1	S	3	2	S
10	STREET "A" @ CENTER ST	C	16	2	1	S	3	2	S	2	2	S	3	2	S
11	MORGAN ST @ STREET "A"	B	5	-	-	-	2	1	-	-	1	1	2	-	S
12	RIDER ST @ PERRIS BLVD	B	7	2	1	S	3	1	S	2	1	S	3	1	S
13	RIDER ST @ REDLANDS AVE	C	16	2	1	S	3	1	S	2	1	S	3	1	S
14	RIDER ST @ CENTER ST	C	16	2	1	S	3	1	S	2	2	S	3	2	S
15	RIDER ST @ EVANS RD	A	1	2	-	S	-	-	-	2	1	-	S	1	S
16	RIDER ST @ STREET "A"	C	16	1	S	S	2	1	S	S	2	S	2	1	S
17	RIDER ST @ BRADLEY RD	C	21	2	1	S	1	1	1	2	1	S	1	S	S
18	RAMONA EXPWY @ RIDER ST	A	4	3	-	S	-	-	-	3	2	-	-	1	1
19	RAMONA EXPWY @ PLACENTIA AVE	A	1	3	-	S	-	-	-	3	2	-	-	2	1
20	PLACENTIA AVE @ I-215 S/B	B	5	2	-	S	S	2	1	2	2	-	-	-	-
21	PLACENTIA AVE @ I-215 N/B	B	12	2	2	-	-	-	-	2	-	1	S	1	2
22	PLACENTIA AVE @ PERRIS BLVD	B	12	3	2	1	3	2	1	3	2	1	3	2	1
23	PLACENTIA AVE @ REDLANDS AVE	B	14	3	1	S	3	1	S	3	1	S	3	2	S
24	PLACENTIA AVE @ EVANS RD	B	10	3	2	S	3	2	S	2	1	2	3	2	S
25	ORANGE AVE @ PERRIS BLVD	A	2	2	1	S	3	2	S	2	1	S	3	2	S
26	CITRUS AVE @ PERRIS BLVD	A	3	2	1	2	3	2	S	2	1	S	3	2	S
27	NUEVO RD @ PERRIS BLVD	B	10	3	2	1	3	1	S	3	2	S	3	2	S

S = SHARED WITH THRU LANE

TABLE 5

PERCENT INTERSECTION PEAK HOUR VOLUME
FROM
MAY RANCH PROJECT
EXISTING + MAY RANCH + McCANNA RANCH TRAFFIC ONLY

INTERSECTION NUMBER	INTERSECTION NAME	TOTAL INTERSECTION VOLUME	MAY RANCH PMPH VOLUME	MAY RANCH VOLUME PERCENT
1	MARKHAM ST @ PERRIS BLVD	2136	618	28
2	CAJALCO RD @ I-215 S/B	3552	1438	40
3	RAMONA EXPWY @ I-215 N/B	4281	2089	48
4	RAMONA EXPSWY @ PERRIS BLVD	5714	2829	49
5	RAMONA EXPWY @ REDLANDS AVE	4870	3390	69
6	RAMONA @ MURRIETTA	5834	3529	60
7	RAMONA @ EVANS	2556	69	2
8	RAMONA @ BRADLEY	1805	72	3
9	DAWES ST @ MURRIETA RD	2261	2261	100
10	STREET "A" @ CENTER ST	2107	2107	100
11	MORGAN ST @ STREET "A"	900	589	65
12	RIDER ST @ PERRIS BLVD	2025	701	34
13	RIDER ST @ REDLANDS AVE	2237	1550	69
14	RIDER ST @ CENTER ST	2779	1994	71
15	RIDER ST @ EVANS RD	1404	563	40
16	RIDER ST @ STREET "A"	1721	900	52
17	RIDER ST @ BRADLEY RD	834	325	38
18	RAMONA EXPWY @ RIDER ST	1200	130	10
19	RAMONA EXPWY @ PLACENTIA AVE	1149	65	5
20	PLACENTIA AVE @ I-215 S/B	552	442	80
21	PLACENTIA AVE @ I-215 N/B	1074	692	64
22	PLACENTIA AVE @ PERRIS BLVD	2871	1312	45
23	PLACENTIA AVE @ REDLANDS AVE	1810	1400	77
24	PLACENTIA AVE @ EVANS RD	782	581	74
25	ORANGE AVE @ PERRIS BLVD	1796	618	34
26	CITRUS AVE @ PERRIS BLVD	1796	618	34
27	NUEVO RD @ PERRIS BLVD	2129	965	45

TABLE 2

INTERSECTION PEAK HOUR VOLUMES

OVERALL TRAFFIC WITHOUT MAY RANCH

INTERSECTION NUMBER	INTERSECTION NAME	PEAK HOUR	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
1	PERRIS BLVD @ MARKHAM ST	AM	0	0	0	834	0	74	398	0	149	598	33	10
		PM	577	67	100	1118	303	0	47	0	0	970	0	0
2	CAJALCO RD @ I-215 S/B	AM	1198	0	569	0	1354	44	1621	544	0	0	0	0
		PM	1844	0	533	0	1793	120	1981	987	0	0	0	0
3	RAMONA EXPWY @ I-215 N/B	AM	2320	232	0	0	0	0	1869	0	1314	0	296	887
		PM	3553	84	0	0	0	0	2703	0	1321	0	265	1041
4	RAMONA EXPWY @ PERRIS BLVD	AM	514	335	417	455	125	467	1752	41	140	690	435	32
		PM	2195	440	806	784	502	469	1490	48	188	776	485	36
5	RAMONA EXPWY @ REDLANDS AVE	AM	468	41	34	449	8	143	1833	174	12	447	11	6
		PM	1999	686	100	335	785	272	1464	109	5	1076	79	149
6	RAMONA EXPWY @ MURRIETTA RD	AM	312	0	170	1403	2	321	1000	0	883	1199	609	0
		PM	1344	42	1548	1292	655	323	552	0	233	1249	704	0
7	RAMONA EXPWY @ EVANS RD	AM	310	0	3	0	0	0	1668	0	0	0	215	0
		PM	1999	0	8	0	0	0	660	0	0	0	124	0
8	RAMONA EXPWY @ BRADLEY RD	AM	310	0	0	0	0	0	1472	5	0	0	196	5
		PM	1998	0	8	0	0	0	540	4	0	0	120	4
9	MURRIETTA RD @ DAWES ST	AM	0	0	0	1439	133	0	0	0	0	1898	0	31
		PM	0	0	0	1981	859	0	0	0	0	1953	0	29
10	CENTER ST @ ST "A"	AM	0	0	0	1336	103	0	0	321	0	1929	0	78
		PM	0	0	0	1774	208	0	0	610	0	1982	0	269
11	MORGAN ST @ ST "A"	AM	0	0	0	0	132	0	0	0	169	0	0	0
		PM	0	0	0	0	431	0	0	0	98	0	0	0
12	PERRIS BLVD @ RIDER ST	AM	4	2	30	754	0	69	252	77	276	1067	99	35
		PM	202	52	283	2085	4	14	34	0	99	1577	61	295
13	RIDER ST @ REDLANDS AVE	AM	13	26	0	320	1	0	573	341	170	1234	33	87
		PM	174	265	48	1518	16	0	133	112	103	799	0	124
14	RIDER ST @ CENTER ST	AM	3	106	0	939	0	718	14	0	0	1901	430	0
		PM	46	257	84	2253	0	130	0	0	0	1994	178	0
15	RIDER ST @ EVANS RD	AM	3	0	0	0	0	0	14	0	0	0	0	0
		PM	46	0	0	0	0	0	0	0	0	0	0	0
16	RIDER ST @ ST "A"	AM	0	0	0	0	0	0	0	14	0	0	0	3
		PM	0	0	0	0	0	0	0	0	0	0	0	46
17	RIDER ST @ BRADLEY RD	AM	0	3	0	0	0	0	14	0	0	0	0	0
		PM	5	41	0	0	0	0	0	0	0	0	0	0
18	RAMONA EXPWY @ RIDER ST	AM	315	0	0	0	0	0	1477	100	0	0	0	7
		PM	2003	0	0	0	0	0	544	38	0	0	0	10
19	RAMONA EXPWY @ PLACENTIA AVE	AM	322	0	0	0	0	0	1495	0	0	0	0	0
		PM	2012	0	0	0	0	0	551	0	0	0	0	0
20	PLACENTIA AVE @ I-215 S/B	AM	0	0	0	0	1270	0	0	970	0	0	0	0
		PM	0	0	0	0	1649	0	0	1143	0	0	0	0
21	PLACENTIA AVE @ I-215 N/B	AM	1270	0	0	0	0	0	970	0	1133	0	0	941
		PM	1649	0	0	0	0	0	1143	0	1293	0	0	1226
22	PERRIS BLVD @ PLACENTIA AVE	AM	708	254	117	655	153	147	1860	0	45	919	635	0
		PM	1699	521	885	1096	953	272	1213	11	74	1467	301	0
23	PLACENTIA AVE @ REDLANDS AVE	AM	483	324	226	622	23	0	1760	33	27	978	188	308
		PM	1908	378	358	1457	154	137	1235	128	45	488	82	307
24	PLACENTIA AVE @ EVANS RD	AM	389	92	51	300	489	150	1200	0	1224	1015	485	1
		PM	1823	174	376	1511	652	174	656	0	1160	838	378	4
25	PERRIS BLVD @ ORANGE AVE	AM	0	0	0	839	0	1	169	0	35	1156	0	0
		PM	201	24	29	1044	608	0	25	0	0	1616	0	0
26	PERRIS BLVD @ CITRUS AVE	AM	2	0	3	839	0	0	0	560	0	1156	37	73
		PM	1	0	324	1024	49	0	0	372	0	1616	3	933
27	PERRIS BLVD @ NUEVO RD	AM	1574	299	34	1102	0	312	1940	741	0	1021	96	574
		PM	1719	1115	83	1205	17	539	1828	751	0	1516	47	897

TABLE 3

INTERSECTION ANALYSIS RESULTS

OVERALL TRAFFIC WITHOUT MAY RANCH

A.M. PEAK HOUR

INTERSECTION NUMBER	INTERSECTION NAME	LEVEL OF SERVICE	AVERAGE DELAY (SEC)	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
1	PERRIS BL @ MARKHAM ST	B	15	2	1	S	3	1	S	2	1	S	3	1	S
2	CAJALCO RD @ I-215 S/B	D	33	2	-	1	S	2	1	2	2	-	-	-	-
3	RAMONA EXPWY @ I-215 N/B	C	20	2	2	-	-	-	-	2	-	1	S	1	2
4	RAMONA EXPWY @ PERRIS BLVD	C	17	3	2	1	3	2	1	3	2	1	3	2	1
5	RAMONA EXPWY @ REDLANDS AVE	B	14	3	2	S	3	2	S	3	2	1	3	2	S
6	RAMONA EXPWY @ MURRIETTA RD	F	64	3	2	2	3	2	1	3	2	1	3	2	1
7	RAMONA EXPWY @ EVANS RD	A	5	3	-	S	-	-	-	3	2	-	-	1	1
8	RAMONA EXPWY @ BRADLEY RD	A	4	3	-	S	-	-	-	3	2	-	-	1	1
9	MURRIETTA RD @ DAWES ST	B	6	1	-	-	3	2	S	2	1	S	3	2	S
10	CENTER ST @ ST "A"	A	5	2	1	S	3	2	S	2	2	S	3	2	S
11	MORGAN ST @ ST "A"	B	11	-	-	-	2	1	-	-	1	1	2	-	S
12	PERRIS BLVD @ RIDER ST	B	8	2	1	S	3	1	S	2	1	S	3	1	S
13	RIDER ST @ REDLANDS AVE	B	11	2	1	S	3	1	S	2	1	S	3	1	S
14	RIDER ST @ CENTER ST	B	8	2	1	S	3	1	S	2	2	S	3	2	S
15	RIDER ST @ EVANS RD	C	16	2	-	S	-	-	-	2	1	-	S	1	S
16	RIDER ST @ ST "A"	B	15	1	S	S	2	1	S	S	2	S	2	1	S
17	RIDER ST @ BRADLEY RD	C	16	2	1	S	1	1	1	2	1	S	1	S	S
18	RAMONA EXPWY @ RIDER ST	A	2	3	-	S	-	-	-	3	2	-	-	1	1
19	RAMONA EXPWY @ PLACENTIA AVE	A	1	3	-	S	-	-	-	3	2	-	-	2	1
20	PLACENTIA AVE @ I-215 S/B	B	12	2	-	S	S	2	1	2	2	-	-	-	-
21	PLACENTIA AVE @ I-215 N/B	B	10	2	2	-	-	-	-	2	-	1	S	1	2
22	PERRIS BLVD @ PLACENTIA AVE	B	14	3	2	1	3	2	1	3	2	1	3	2	1
23	PERRIS BLVD @ REDLANDS AVE	C	20	3	1	S	3	1	S	3	1	S	3	2	S
24	PLACENTIA AVE @ EVANS RD	D-	35	3	2	S	3	2	S	2	1	2	3	2	S
25	PERRIS BLVD @ ORANGE AVE	A	4	2	1	S	3	2	S	2	1	S	3	2	S
26	PERRIS BLVD @ CITRUS AVE	C	23	2	1	2	3	2	S	2	1	S	3	2	S
27	PERRIS BLVD @ NUEVO RD	F	69	3	2	1	3	1	S	3	2	S	3	2	S

TABLE 4

INTERSECTION ANALYSIS RESULTS

OVERALL TRAFFIC WITHOUT MAY RANCH

P.M. PEAK HOUR

INTERSECTION NUMBER	INTERSECTION NAME	LEVEL OF SERVICE	AVERAGE DELAY (SEC)	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
1	PERRIS BL @ MARKHAM ST	C	21	2	1	S	3	1	S	2	1	S	3	1	S
2	CAJALCO RD @ I-215 S/B	F	306	2	-	1	S	2	1	2	2	-	-	-	-
3	RAMONA EXPWY @ I-215 N/B	F	225	2	2	-	-	-	-	2	-	1	S	1	2
4	RAMONA EXPWY @ PERRIS BLVD	E	46	3	2	1	3	2	1	3	2	1	3	2	1
5	RAMONA EXPWY @ REDLANDS AVE	F	159	3	2	S	3	2	S	3	2	1	3	2	S
6	RAMONA EXPWY @ MURRIETTA RD	D+	26	3	2	2	3	2	1	3	2	1	3	2	1
7	RAMONA EXPWY @ EVANS RD	A	2	3	-	S	-	-	-	3	2	-	-	1	1
8	RAMONA EXPWY @ BRADLEY RD	A	2	3	-	S	-	-	-	3	2	-	-	1	1
9	MURRIETTA RD @ DAWES ST	B	14	1	-	-	3	2	S	2	1	S	3	2	S
10	CENTER ST @ ST "A"	B	9	2	1	S	3	2	S	2	2	S	3	2	S
11	MORGAN ST @ ST "A"	A	2	-	-	-	2	1	-	-	1	1	2	-	S
12	PERRIS BLVD @ RIDER ST	B	10	2	1	S	3	1	S	2	1	S	3	1	S
13	RIDER ST @ REDLANDS AVE	B	13	2	1	S	3	1	S	2	1	S	3	1	S
14	RIDER ST @ CENTER ST	B	5	2	1	S	3	1	S	2	2	S	3	2	S
15	RIDER ST @ EVANS RD	B	10	2	-	S	-	-	-	2	1	-	S	1	S
16	RIDER ST @ ST "A"	B	13	1	S	S	2	1	S	S	2	S	2	1	S
17	RIDER ST @ BRADLEY RD	C	18	2	1	S	1	1	1	2	1	S	1	S	S
18	RAMONA EXPWY @ RIDER ST	A	1	3	-	S	-	-	-	3	2	-	-	1	1
19	RAMONA EXPWY @ PLACENTIA AVE	A	1	3	-	S	-	-	-	3	2	-	-	2	1
20	PLACENTIA AVE @ I-215 S/B	D-	37	2	-	S	S	2	1	2	2	-	-	-	-
21	PLACENTIA AVE @ I-215 N/B	B	10	2	2	-	-	-	-	2	-	1	S	1	2
22	PERRIS BLVD @ PLACENTIA AVE	C	20	3	2	1	3	2	1	3	2	1	3	2	1
23	PERRIS BLVD @ REDLANDS AVE	D+	29	3	1	S	3	1	S	3	1	S	3	2	S
24	PLACENTIA AVE @ EVANS RD	D+	26	3	2	S	3	2	S	2	1	2	3	2	S
25	PERRIS BLVD @ ORANGE AVE	B	8	2	1	S	3	2	S	2	1	S	3	2	S
26	PERRIS BLVD @ CITRUS AVE	D-	38	2	1	2	3	2	S	2	1	S	3	2	S
27	PERRIS BLVD @ NUEVO RD	F	179	3	2	1	3	1	S	3	2	S	3	2	S

TABLE 6
STREET SECTIONS

STREET	CURB TO CURB WIDTH, FT.
EVANS ROAD / CENTER STREET	86
EVANS ROAD / CENTER STREET APPROACHES TO:	
- PLACENTIA AVENUE	96
- RAMONA EXPRESSWAY	96
PLACENTIA AVENUE	86
PLACENTIA AVENUE APPROACHES TO:	
- EVANS ROAD / CENTER STREET	96
STREET "A"	64
BRADLEY STREET	64
RIDER STREET	86
RAMONA EXPRESSWAY	116

5.2 RESPONSE TO COMMENTS