

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



FROM: TLMA - Planning Department

SUBMITTAL DATE:
February 21, 2006

SUBJECT: RESOLUTION NO. 2006-042, Adopting Specific Plan No. 334 (Cantalena);
Adoption of Ordinance No. 348.4371 (CZ6862) adopting SP zoning for Specific Plan No. 334;
Third Supervisorial District; Antelope Valley Zoning Area; Sun City / Menifee Area Plan.

RECOMMENDED MOTION:

ADOPTION of Resolution No. 2006-042 Adopting Specific Plan No. 334.

ADOPTION of Ordinance No. 348.4371 adopting SP zoning for property within Specific Plan
No. 334.

Departmental Concurrence

REVIEWED BY EXECUTIVE OFFICE

David Johnson
DATE 2/21/06

David Johnson for
Robert C. Johnson
Planning Director

RCJ:nl

Policy
 Policy

Consent
 Consent

Dep't Recomm.:
Per Exec. Ofc.:

Prev. Agn. Ref.

District: Third

Agenda Number:

3.59

2 **RESOLUTION NO. 2006-042**
3 **ADOPTING**
4 **SPECIFIC PLAN NO. 334**
5 **(CANTALENA)**

6 **WHEREAS**, pursuant to the provisions of Government Code Section 65450 et seq., a public
7 hearing was held before the Riverside County Board of Supervisors in Riverside, California on
8 December 20, 2005, and before the Riverside County Planning Commission in Riverside, California
9 on October 12, 2005, October 26, 2005, and November 16, 2005, to consider Specific Plan No. 334
10 (Cantalena); and,

11 **WHEREAS**, all the procedures of the California Environmental Quality Act and the Riverside
12 County Rules to Implement the Act have been met, and Environmental Impact Report (EIR) No. 463,
13 prepared in connection with Specific Plan No. 334 and related cases (referred to alternatively herein as
14 the "Project"), is sufficiently detailed so that all potentially significant effects of the Project on the
15 environment and measures necessary to avoid or substantially lessen such effects have been evaluated in
16 accordance with the above-referenced Act and Rules; and,

17 **WHEREAS**, the matter was discussed fully with testimony and documentation presented by the
18 public and affected government agencies; now, therefore,

19 **BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED** by the Board of
20 Supervisors of the County of Riverside, in regular session assembled on February 28, 2006, that:

- 21 A. Specific Plan No. 334 is a 158.7-acre master planned community located in the Sun
22 City/Menifee Valley Area Plan area of Riverside County. The site lies approximately
23 0.75 miles east of Interstate 215 in an unincorporated portion of Riverside County.
24 Specifically, the Project site is bounded by Garbani Road on the north, Haleblan Road
25 on the east, Scott Road on the south, and unimproved farmland in the west. It proposes
26 the construction of up to 1,035 dwelling units on 110.3 acres. The remaining
27 area would be devoted to the following uses: 14.6 acres for a public park, 15.18 acres for
28 drainage and passive parks, and 18.58 acres for major roads. Alternatively, if Planning
Area 4 may develop as a 12.0 acre school site in place of 144 dwelling units. As the

FORM APPROVED
COUNTY COUNSEL

FEB 17 2006
BY *[Signature]*

1 eastern-most portion of the Sun City/Menifee Valley Community Center, Specific Plan
2 No. 334 reflects the logical and orderly expansion of urban growth in the Sun
3 City/Menifee Valley Area Plan, between the Cities of Perris to the north and Murrieta
4 to the south.

- 5 B. Specific Plan No. 334 and EIR No. 463 are associated with General Plan Amendment
6 (GPA) No. 744 and Change of Zone No. 6862, which were considered concurrently at
7 the public hearings before the Planning Commission and Board of Supervisors.
8 General Plan Amendment No. 744 proposes the deletion of a ¼ mile segment of Wickerd
9 Road within the boundaries of the Specific Plan, from Haleblan Road westerly ¼ mile to
10 westerly boundary of Specific Plan No. 334. Change of Zone No. 6862 proposes to
11 change the existing zoning classifications on approximately 158.7 acres from Industrial
12 Park (IP) to Specific Plan (SP).

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following
14 environmental impacts associated with Specific Plan No. 334 and related cases are potentially
15 significant unless otherwise indicated, but each of these impacts will be avoided or substantially
16 lessened by the identified mitigation measures:

17 A. Seismic Safety

18 1. Impacts:

19 The Project's site is located in the seismically active area in Southern
20 California, but it is not located within the boundaries of an Earthquake
21 Fault Zone for fault-rupture hazard as defined by the Alquist-Priolo
22 Earthquake Fault Zone Map. No active faults are known to pass through
23 the Project's development area. The Project's site is underlain by dense
24 fan deposits and/or bedrock at relatively shallow depths, and the
25 potential for seismically induced liquefaction is considered low for the
26 proposed development areas.
27
28

1 2. Mitigation:

2 Compliance with the County's existing grading standards, set forth in
3 Ordinance No. 460, will mitigate the Project's potential impacts associated
4 with geological and soils constraints to less than significant. All habitable
5 structures on-site shall be constructed in compliance with the applicable
6 federal, state, local and Uniform Building Code ("UBC") standards and
7 criteria for seismic safety. No additional mitigation measures are required.

8 B. Soils, Slopes and Erosion

9 1. Impacts:

10 The Project's site is located within an area that could be susceptible to
11 subsidence, but the site does not contain features generally associated with
12 subsidence. The Project's site is characterized by soils with very low to
13 medium potential for expansion and relatively low gradient terrain.

14 2. Mitigation:

15 Prior to development within any Project planning area, an overall
16 Conceptual Grading Plan for the planning area shall be submitted to the
17 Riverside County Planning Department for its review and approval. The
18 Conceptual Grading Plan shall be used as a guideline for subsequent,
19 detailed development plans within that planning area, and shall include: (1)
20 techniques employed to prevent erosion and sedimentation during and after
21 the grading process; (2) approximate time frames for grading; (3)
22 identification of areas which may be graded during high probability rain
23 months (January through March); and (4) preliminary pad and roadway
24 elevations. Grading shall comply with the Conceptual Grading Plan,
25 County Ordinance No. 457, the UBC, and the National Pollutant Discharge
26 Elimination System (NPDES) "Best Management Practices." Grading shall
27 also incorporate erosion control measures and be done in conformance with
28 all Geotechnical Report recommendations.

1 C. Wind Erosion and Blowsand

2 1. Impacts:

3 Project grading and development will generate short-term particulate
4 emissions.

5 2. Mitigation:

6 Graded surfaces shall be watered and ground cover planted as dust
7 palliatives, in accordance with South Coast Air Quality Management
8 District (SCAQMD) Rule 403.

9 D. Hydrology, Flooding, and Drainage

10 1. Impacts:

11 Development of the Project will not result in a substantial alteration of the
12 existing drainage pattern on the Project site. Site grading and the
13 construction of impervious surfaces within the Project site will result in
14 minor alteration of the existing drainage patterns.

15 2. Mitigation:

16 Drainage and flood control facilities and improvements shall comply with
17 the requirements of the Riverside County Flood Control and Water
18 Conservation District and the Santa Ana Regional Water Quality Control
19 Board (SARWQCB) Order 01-34. Prior to the approval of tentative tract
20 maps, a detailed hydrology study shall be prepared and approved by the
21 Riverside County Flood Control and Water Conservation District. The
22 study shall include detailed information regarding detention basin
23 design, on-site and downstream storm water volumes and velocity, and
24 erosion, sedimentation and scouring potential.

25 D. Noise – Project Specific

26 1. Impacts:

27 Short-term noise impacts will occur during grading and construction. A
28 Traffic Impact Analysis was conducted for up to 1,204 units, which exceeds

1 the maximum potential unit count of the “Low Density Alternative” of
2 1,079 units. Therefore, the implementation of the Project is expected to
3 generate less than the 9,121 average daily vehicle trips projected; and, in
4 either case, will alter noise levels in the surrounding areas.

5 2. Mitigation:

6 The following mitigation measures are to be implemented: (1)
7 construction activities shall comply with the provisions of County
8 Ordinance No. 457 relating to construction noise; (2) construction
9 hours adjacent to existing residential development shall be limited to
10 those allowed by County Ordinance No. 457 and the project conditions
11 of approval; (3) all construction equipment shall have properly
12 operating mufflers, and no combustion equipment such as pumps or
13 generators shall be allowed to operate within 500 feet of any occupied
14 residence from 7 p.m. to 7 a.m. unless the equipment is surrounded by
15 a noise protection barrier; (4) all construction staging shall be
16 performed as far as possible from occupied dwellings; (5) detailed
17 noise analyses shall be prepared in connection with implementing
18 development projects (these analyses shall include detailed noise
19 attenuation measures, such as barriers, to reduce on-site noise in
20 residential areas exposed to exterior levels greater than 45 CNEL and
21 exterior recreational areas exposed to levels greater than 65 CNEL);
22 and (6) final noise barrier heights and locations shall be determined
23 when development plans are submitted that show lot locations, house
24 setbacks, and precise pad elevations.

25 E. Water Quality

26 1. Impacts:

27 Project grading and construction will result in potential short-term erosion
28 and sedimentation impacts. Post-development runoff would contribute to

1 the incremental degradation of the water quality downstream due to the
2 construction of impervious surfaces and by irrigation of landscaped areas.

3 2. Mitigation:

4 Project developers shall comply with the requirements of the California
5 State Water Quality Control Board, Santa Ana Region. The appropriate
6 NPDES permits shall be obtained prior to commencing grading
7 activities. All development within the Project's boundaries shall be
8 subject to future requirements adopted by the County to implement the
9 NPDES program.

10 F. Toxic Substances

11 1. Impacts:

12 The predominant use proposed for the Project would consist of residential
13 development, a school site, and a park. Common household chemicals
14 associated with these uses are of such a low concentration and volume that
15 they pose no significant impacts to human health and safety. Household
16 waste, such as paints, roofing materials, and solvents would be used in
17 building and construction of the project, but these waste products do not
18 present a significant impact to human health and safety, provided they are
19 disposed of properly. There may be the possibility of underground
20 facilities, buried debris, stained soils, waste drums, tanks, or odorous soils
21 that may be encountered during grading, and this is regarded as a potentially
22 significant impact.

23 2. Mitigation:

24 Project developers shall obtain and comply with the conditions of the
25 General Construction Permit of the California State Water Quality
26 Control Board, Santa Ana Region. Prior to issuance of a grading permit
27 for an implementing development project, a hazardous materials
28 specialist approved by the Riverside County Department of

1 Environmental Health shall be retained and shall determine the existence
2 of soil contamination.

3 G. Open Space and Conservation

4 1. Impacts:

5 The Project's site will set aside a minimum of total of 14.6 acres,
6 inclusive of surrounding drainage area, for a public park; and, as a
7 development alternative, 12.0 acres for an elementary school site.

8 2. Mitigation:

9 None required.

10 H. Agriculture

11 1. Impacts:

12 The Project's site is not on land that has been designated by the
13 California Department of Conservation as Prime Farmland, Farmland
14 of Statewide Importance, or Unique Farmland. The Project's site is not
15 encumbered by a Williamson Act contract. The Project's site is zoned
16 Industrial Park.

17 2. Mitigation:

18 None required.

19 I. Biological Resources

20 1. Impacts:

21 The Project's site is located within the plan area of the Western
22 Riverside County Multiple Species Habitat Conservation Plan (the
23 "MSHCP"), but it is not located within the MSHCP's Criteria Area or
24 with any of the MSHCP's conservation cells. The Project is subject to
25 the MSHCP's requirements for assessments for (1) habitat for the
26 burrowing owl; (2) habitat for the following narrow endemic plant
27 species: Munz's onion, San Diego ambrosia, many-stemmed dudleya,
28 spreading navarretia, California Orcutt grass, and Wright's trichocoronis;

1 (3) for the presence of riparian/riverine areas and vernal pools; and
2 (4) urban/wildlife interface. The habitat assessment for the burrowing
3 owl determined that there were no burrowing owls on site and that the
4 densely planted farming landscape is poor quality habitat for this
5 species. The habitat assessments for the narrow endemic plants listed
6 above determined that there was no suitable habitat on site for any of
7 those plant species. The assessment for the existence of riparian/riverine
8 areas and vernal pools determined that the Project does not contain any
9 riparian/riverine areas or vernal pools. Because the Project is not located
10 within 1,000 feet of a current or proposed MSHCP Conservation Area,
11 the Urban/Wildlife Interface Guidelines are not applicable. The Project
12 has received an MSHCP Compliance Letter from the Environmental
13 Programs Department dated June 29, 2005.

14 2. Mitigation:

15 Development of the Project is consistent with the MSHCP. A pre-
16 construction survey for burrowing owls pursuant to the requirements of
17 the MSHCP shall be conducted prior to any ground disturbing activities.
18 Upon completion of the field survey and a negative finding, construction
19 may proceed as planned. However, if one or more burrowing owl is
20 found within the Project's site, a qualified biologist shall be retained to
21 relocate the owls through active or passive means to suitable habitat
22 outside any project-related construction area. Take of active nests shall
23 be avoided. No owls shall be relocated without first consulting with the
24 Riverside County Biology Department. No additional mitigation
25 measures are required.

26 J. Mineral Resources

27 1. Impacts:

28 No mineral resources have been identified on site.

1 2. Mitigation:

2 None required.

3 K. Cultural Resources

4 1. Impacts:

5 a. Known Resources.

6 The Project contains two archaeological sites designated as CA-RIV-
7 7186 and CA-RIV-7187. These sites are determined to be “not
8 significant” and therefore constitute nonunique archaeological
9 resources, and not historical resources or unique archaeological
10 resources. As nonunique archaeological resources, there is no potential
11 that development of the Project will result in a significant impact on
12 these sites, and no further consideration of these sites is necessary. A
13 portion of a single broken metate of undetermined significance was
14 observed on the Project’s site. There is the potential that the metate
15 will be damaged, or will be damaged further, during earthmoving
16 activities.

17 b. Latent Resources.

18 There is the possibility that latent, subsurface cultural resources might
19 be discovered on the Project during earthmoving activities.

20 c. Human Remains.

21 There is the possibility that human remains might be discovered on the
22 Project during earthmoving activities.

23 2. Mitigation:

24 a. Known Resources.

25 The known archaeological sites designated as CA-RIV-7186 and CA-
26 RIV-7187 constitute nonunique archaeological resources. The
27 recording of the sites that has already occurred shall constitute
28 adequate mitigation. If the single broken metate observed on the

1 Project's site is observed again, recovery shall constitute adequate
2 mitigation. No additional mitigation measures are required.

3 b. Latent Resources.

4 If any latent, subsurface cultural resources are discovered during
5 earthmoving activities, earthmoving activities in the vicinity of the
6 discovery shall cease or be move to another location on the Project's
7 site for a reasonable time to permit a qualified archaeologist to evaluate
8 the significance of the resource. Any resource determined to be
9 historic or unique shall be recovered, if feasible, but if recovery is not
10 feasible, sampling and recordation of such resource shall constitute
11 adequate mitigation. Recordation of any resource determined to be
12 nonunique shall constitute adequate mitigation for such resource. No
13 additional mitigation measures are required.

14 c. Human Remains.

15 The treatment, disposition, disclosure of the location of any human
16 remains discovered on the Project's site shall be governed by the
17 applicable sections of the California Health & Safety Code and the
18 California Public Resources Code, or any successor statutes, then in
19 effect. No additional mitigation measures are required.

20 L. Paleontological Resources

21 1. Impacts:

22 Without paleontological monitoring of site clearance and earth-moving
23 activities within those portions of the site containing older alluvium,
24 the Project's construction phases could result in damage to significant
25 fossil materials that may be buried in those deposits.

26 2. Mitigation:

27 Project implementation shall include paleontological monitoring by a
28 qualified registered paleontologist during the grading process. In the

1 event that paleontological materials are uncovered during earthmoving
2 or construction of the proposed project, work near the find(s) shall be
3 immediately diverted for a reasonable period of time to permit the
4 paleontologist to determine the significance of the find. Any find
5 determined to be significant shall be recovered, if feasible, but if
6 recovery is not feasible, sampling and recordation of such resource
7 shall constitute adequate mitigation. Recordation of any find
8 determined to be not significant shall constitute adequate mitigation for
9 such resource. No additional mitigation measures are required.

10 M. Aesthetics, Visual Quality, and Light & Glare

11 1. Impacts:

12 Upon Project build-out, views of the site from surrounding areas would
13 change from predominately vacant land to urban residential,
14 recreational, and potentially educational land uses. EIR No. 463
15 evaluated the potential impacts of the Project through a series of seven
16 vantage points. Because no significant scenic resources or vistas were
17 identified at any of the vantage points, and because the change in the
18 site's visual quality is not considered significantly adverse, impacts to
19 visual quality would not be significant.

20 2. Mitigation:

21 None required.

22 N. Circulation and Traffic - Noise

23 1. Impacts:

24 Future homes sited in the northern and southern peripheries of the Project's
25 site could be exposed to significant exterior noise levels associated with
26 traffic along Garbani and Scott Roads.
27
28

1 Project) shall be completed prior to full occupancy of the proposed
2 development plan to achieve the County's level of service standards.
3 To ensure that adequate traffic improvements are constructed in conjunction
4 with each main phase of development, the developer(s) shall submit traffic
5 impact analyses (TIAs), in County Transportation Department-approved
6 format, to determine the specific streets and highway improvements
7 required to maintain the County's LOS standard at affected intersections
8 and roadway links. The improvements necessary to maintain the County's
9 LOS standards shall be in place prior to final occupancy of the relevant
10 development phase, in accordance with the following schedule.

11 Improvements may be implemented through an existing or new or
12 established fee program. Absent a district or fee program, the Project shall
13 be responsible for providing the identified improvements for adequate
14 circulation for each phase of development. Phasing of off-site traffic
15 improvements to mitigate project impacts shall be as follows: Prior to
16 Occupancy of 1st Dwelling Unit, (1) Scott Road at Haun Road with fee
17 credit eligibility; (2) Scott Road at I-215 Southbound Ramps with fee credit
18 eligibility; (3) Scott Road at I-215 Northbound Ramps with fee credit
19 eligibility; (4) Scott Road at "Via Toscana" Street with no fee credit
20 eligibility; (5) Scott Road at Menifee Road with fee credit eligibility; (6)
21 Scott Road at Antelope road with fee credit eligibility; (7) Antelope Road at
22 Garbani Road with fee credit eligibility.

23 Prior to Occupancy of 501st Dwelling Unit, Palomar Road at Garbani Road
24 with no fee credit eligibility. Prior to Occupancy of 901st Dwelling Unit,
25 (1) Scott Road at Bellamy Lane with no fee credit eligibility; (2) Antelope
26 Road at Holland Road with fee credit eligibility or as approved by the
27 Transportation Department.
28

1 To mitigate the project's contribution to cumulative impacts for all future
2 scenarios, the following fees shall be paid in accordance with the provisions
3 set forth in the referenced fee programs: (1) Traffic Signal Mitigation Fees.
4 The development impact fee (DIF) for traffic signals established in County
5 Ordinance 659.6 for the Sun City/Menifee Valley area is \$354 per single-
6 family (detached) dwelling unit and \$319 per multi-family (attached)
7 dwelling unit; (2) TUMFs. The Project developer and future home builders
8 shall participate in funding or construction of off-site improvements that are
9 needed to serve Existing Plus Ambient Plus Project Plus Cumulative and
10 long-range buildout conditions through the payment of Western Riverside
11 County Transportation Uniform Mitigation Fees (TUMF). TUMF program
12 fees presently include \$7,248 per Single-Family Residential Unit and
13 \$5,021 per Multi-Family Residential Unit, as defined in County Ordinance
14 No. 824.1; (3) Freeway interchange improvements, railroad grade
15 separations, and arterial widening projects are included in the TUMF
16 program. In the study area, the following improvements are included in the
17 TUMF program. These, and other planned TUMF system improvements
18 that will benefit the traffic study area are shown on Exhibit 4.14-13, and
19 include: (1) Menifee Road, Newport Road, Scott Road, The I-215 /
20 Newport Road interchange, The I-215 / Scott Road interchange; (2) Scott
21 Road and Bridge Benefit District (RBBD). The Project developer and
22 future home builders shall participate in the RBBD, pursuant to County
23 Resolution No. 2002-239, to satisfy the Project's fair share costs of
24 improving Garbani and Scott Roads. Improvements included in this RBBD
25 are shown on Exhibit 4.14-13, and include: Garbani Road, Scott Road, I-
26 215/Garbani Road Overpass, The I-215 / Scott Road interchange; (3)
27 Miscellaneous Transportation Improvement Fees. A portion of the
28 Development Impact Fee established by Ordinance No. 659.6 is allocated

1 toward transportation improvements, other than traffic signals. These fees
2 are currently \$2,700 for single-family dwelling units, and \$2,133 for multi-
3 family (attached) dwelling units.

4 P. Water Supply

5 1. Impacts:

6 A Water Supply Assessment (WSA) was prepared for this Project by the
7 Eastern Municipal Water District, pursuant to SB 610, to assess the effect of
8 the Project's total water demand on its current and long-term water
9 supplies. The results of the WSA determined that this Project's water
10 demand would not have a significant effect on EMWD water supplies.

11 2. Mitigation:

12 Project-level impacts on EMWD water supplies were determined to be less
13 than significant; however, district-wide efforts to reduce reliance on
14 imported water and to optimize use of local ground water resources are
15 considered essential for maintaining a reliable water supply system over the
16 long-term, especially during severe and prolonged droughts. To reduce this
17 Project's overall demand on potable water supplies, therefore, subsequent
18 site-specific development projects that implement the Specific Plan shall
19 participate in funding of an EMWD reclaimed water transmission line to
20 provide a non-potable source of irrigation water to the Project site. The
21 Specific Plan water facilities element shall include an onsite recycled water
22 system that is physically separated from the potable water system, so that
23 reclaimed water can be used, when available.

24 Q. Parks and Recreation

25 1. Impacts:

26 Development of the Project is estimated to generate a population of
27 approximately 2,440 to 2,777 persons. According to the standards set forth
28 in County Ordinance No. 460, the Project will require 7.3 to 8.3 acres of

1 parkland, depending on whether the proposed elementary school site is
2 acquired by the local school district or is developed with homes. The
3 Project will provide a 14.6-acre park on site, inclusive of adjacent drainage
4 areas, which exceeds the County's standards.

5 2. Mitigation:

6 None required.

7 R. Fire Services

8 1. Impacts:

9 The Project will not negatively affect the ability of the Fire Department
10 to adequately serve the Project and the greater service area; therefore, the
11 Project is consistent with SCMVAP Policy 9.1 and RCGP Policy LU 5.1

12 2. Mitigation:

13 None required.

14 S. Law Enforcement Services

15 1. Impacts:

16 The Project will not result in unique or more extensive needs for law
17 enforcement services than would be anticipated based on the Land Use
18 Element designation. The Project is consistent with SCMVAP Policy
19 9.1 and RCGP Policy LU 5.1.

20 2. Mitigation:

21 None required.

22 T. Schools

23 1. Impacts:

24 The Project would result in increased demand on existing educational
25 facilities and services by generating additional students to be served by
26 the local school districts.

27 2. Mitigation:

28

1 Prior to the issuance of each residential building permit(s), school fees
2 shall be paid in accordance with the requirements of the State of California
3 (Senate Bill 50) or the applicant shall enter into a mitigation agreement with
4 the Menifee Union School District (MUSD) and/or the Perris Union
5 High School District (PUHSD).

6 U. Health Services

7 1. Impacts:

8 Existing healthcare facilities are expected to be adequate to meet the
9 needs of future Project residents, and the Project is consistent with
10 RCGP Policy 5.1.

11 2. Mitigation:

12 None required.

13 V. Library Services

14 1. Impacts:

15 The Project will not require the construction or expansion of additional
16 library facilities.

17 2. Mitigation:

18 None required.

19 W. Sanitary Sewer

20 1. Impacts:

21 Eastern Municipal Water District's existing 24-inch gravity line located
22 in Garbani Road has sufficient capacity to convey the wastewater flows
23 generated by the Project to the Sun City Wastewater Reclamation
24 Facility. Construction of offsite collection system improvements to
25 serve the Project and expansion of Eastern Municipal Water District's
26 wastewater treatment facilities will not be required.

27 2. Mitigation:

28 None required.

1 X. Solid Waste

2 1. Impacts:

3 Waste materials that would be generated by the fully developed Project
4 would be typical of the types and volumes of waste materials generated
5 by similar residential developments found throughout Southern
6 California. No new kinds of waste processing or disposal methods
7 would be required, and no permits, licenses or other special approvals
8 would be required to manage the solid waste disposal requirements of
9 the Project.

10 2. Mitigation:

11 To reduce the volume of solid wastes requiring landfill disposal during
12 construction phases and over the long term, the Project Plan shall
13 incorporate the following measures: (1) Construction specifications shall
14 include a requirement to arrange for collection and transport or
15 recyclable construction wastes to commercial recycling centers, and to
16 include onsite activities that facilitate recycling of certain materials; (2)
17 Coordinate with a franchise waste hauler to provide for a waste reduction
18 and recycling program for the residential neighborhoods, the park site,
19 and the potential school site. Future homebuilders and rental property
20 owners shall encourage participating in such programs through
21 information provided in sales and rentals literature; (3) Use mulch and/or
22 compost in the development and maintenance of private common area
23 landscaping areas; (4) Compost onsite or send to a compost facility the
24 green waste/woody waste generated from maintenance of private
25 common landscape areas. For grass only, consider grass recycling,
26 where lawn clippings from a mulching type mower are left on the lawn.

27 Y. Storm Drainage

28 1. Impacts:

1 The Project will have no effect on any existing or planned storm drainage
2 facilities.

3 2. Mitigation:

4 None required.

5 Z. Energy Supplies and Energy Conservation

6 1. Impacts:

7 Existing or planned electrical and natural gas facilities are adequate to serve
8 the future residents of the Project.

9 2. Mitigation:

10 None required.

11 AA. Telecommunications

12 1. Impacts:

13 The telecommunications facilities demands associated with the Project
14 would be well within the demand parameters expected from this type and
15 intensity of development and would be below the potential demands that
16 could occur under the higher density limits allowed under the General Plan
17 policies.

18 2. Mitigation:

19 None required.

20 BB. Disaster Preparedness

21 1. Impacts:

22 The Project design incorporates a fuel modification program in accordance
23 with County requirements, and impacts associated with fire hazards are not
24 anticipated. EIR No. 463 provides an analysis of seismic hazards, and
25 provides mitigation measures intended to mitigate potential hazards
26 associated with seismic events to below a level of significance. EIR No.
27 463 also analyzes the impacts of slopes and erosion, and provides
28 mitigation measures intended to reduce potential impacts to below a level of

1 significance. The Project's site is not located within a region susceptible to
2 wind and blowsand, and no impacts are anticipated. EIR No. 463 also
3 analyzes potential impacts of flood hazards, and provides mitigation
4 measures intended to reduce potential flood impacts to below a level of
5 significance.

6 2. Mitigation:

7 The mitigation measures discussed in this resolution related to seismic
8 safety, slopes and erosion, and hydrology, flooding and drainage would
9 reduce impacts to below a level of significance. No additional mitigation is
10 required.

11 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following impacts
12 potentially resulting from the adoption of Specific Plan 334 and related cases cannot be fully mitigated
13 and will be only partially avoided or lessened by the mitigation measures hereinafter specified; a
14 statement of overriding findings is therefore included herein:

15 A. Air Quality - Project Specific and Cumulative

16 1. Impacts:

17 The Sun City/Menifee Valley area is within a state or federally designated
18 non-attainment area for ozone, carbon monoxide (CO) and particulate matter
19 (PM₁₀). Emissions of NO_x, ROC and PM₁₀ during the short-term
20 construction phases, and emissions of NO_x, CO, and ROC over the long-
21 term life of the project would be above the SCAQMD thresholds for these
22 criteria pollutants. This impact is significant at the project level and is also
23 cumulatively considerable.

24 2. Mitigation:

25 a. Construction Control Measures

26 Applicable Rule 403 Measures include: (1) Apply nontoxic chemical soil
27 stabilizers according to manufacturers' specifications to all inactive
28 construction areas, defined as previously graded areas inactive for ten days

1 or more; (2) Water active sites at least twice daily; locations where grading
2 is to occur will be thoroughly watered prior to earthmoving; (3) All trucks
3 hauling dirt, sand, soil, or other loose materials are to be covered, or should
4 maintain at least two feet of freeboard in accordance with the requirements
5 of California Vehicle Code (CVC) Section 23114. (Freeboard means
6 vertical space between the top of the load and top of the trailer); (4) Pave
7 construction access roads at least 100 feet onto the site from main road; (5)
8 Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.

9 Additional SCAQMD CEQA Air Quality Handbook Dust Control Measures
10 include: (1) Revegetate disturbed areas as quickly as possible; (2) All
11 excavating and grading operations shall be suspended when wind speeds (as
12 instantaneous gusts) exceed 25 mph; (3) All streets shall be swept once a
13 day if visible soil materials are carried to adjacent streets; recommend water
14 sweeping using reclaimed water; (4) Install wheel washers where vehicles
15 enter and exit unpaved roads onto paved roads, or wash trucks and any
16 equipment leaving the site each trip.

17 Control Measures for Construction Equipment and Vehicles Exhaust
18 Emissions include: (1) The Construction Contractor shall select the
19 construction equipment used on site based on low emission factors and
20 high-energy efficiency; (2) The Construction Contractor shall ensure that
21 construction-grading plans include a statement that all construction
22 equipment will be tuned and maintained in accordance with the
23 manufacturer's specifications; (3) The Construction Contractor shall use
24 electric- or diesel-powered equipment, in lieu of gasoline-powered engines,
25 where feasible; (4) The Construction Contractor shall ensure that
26 construction-grading plans include a statement that work crews will shut off
27 equipment when not in use. During smog season (May through October),
28 the overall length of the construction period will be extended, thereby

1 decreasing the size of the area prepared each day, to minimize the number
2 of vehicles and equipment operating simultaneously; (5) The Construction
3 Contractor shall time the construction activities so as to not interfere with
4 peak hour traffic and minimize obstruction of through traffic lanes adjacent
5 to the site; if necessary, a flag-person shall be retained to maintain safety
6 adjacent to existing roadways; (6) The Construction Contractor shall
7 support and encourage ridesharing and transit incentives for the
8 construction crew; (7) Dust generated by the development activities shall be
9 retained onsite, and kept to a minimum by following the dust control
10 measures listed below:

- 11 - During clearing, grading, earthmoving, excavation, or transportation
12 of cut or fill materials, water trucks or sprinkler systems shall be
13 used to prevent dust from leaving the site and to create a crust after
14 each day's activities cease.
- 15 - During construction, water trucks or sprinkler systems shall be used
16 to keep all areas of vehicle movement damp enough to prevent dust
17 from leaving the site. At a minimum, this would include wetting
18 such areas in the late morning, after work is completed for the day,
19 and whenever winds exceed 15 mph.
- 20 - Immediately after clearing, grading, earthmoving, or excavation is
21 completed, the entire area of disturbed soil shall be treated until the
22 area is paved or otherwise developed so that dust generation will not
23 occur.
- 24 - Soil stockpiled for more than two days shall be covered, kept moist,
25 or treated with soil binders to prevent dust generation.
- 26 - Trucks transporting soil, sand, cut or fill materials, and/or
27 construction debris to or from the site shall be tarped from the point
28 of origin.

1 In addition to those General Plan EIR mitigation measures listed above, the
2 following additional mitigation measures will be implemented to further
3 reduce construction phase emissions: (1) Painting contractors shall apply
4 low volatility paints and coatings as defined in SCAQMD Rule 1113. All
5 paints shall be applied using either high-volume, low-pressure (HVLP)
6 spray equipment or by hand; (2) Contractors shall provide onsite electrical
7 hook ups for electric construction tools, such as saws, drills and
8 compressors, to minimize the need for diesel powered electricity generators;
9 (3) Contractors who employ diesel-fueled construction equipment shall rely
10 on aqueous diesel fuel, to the extent practical. If aqueous diesel fuel is
11 unavailable or impractical, one of the following methods, or combination of
12 methods, shall be implemented to reduce NOx emissions from diesel fueled
13 construction equipment:

- 14 - Reduce the hours of operation for each piece of onsite, diesel-fueled
15 equipment by 1.25 hours per day.
- 16 - Use ultra-low sulfur diesel fuel, if practically available.

17 b. Long-Term Measures:

18 The proposed project will participate in the cost of off-site traffic
19 signal installation and synchronization through payment of the
20 traffic signal fair-share mitigation fee required under County
21 Ordinance no. 659.6. This fee will be collected and utilized by the
22 County to install and synchronize traffic lights as needed to prevent
23 congestion of traffic flow on Antelope Road, Newport Road,
24 Garbani Road and Scott Road. As part of subsequent individual
25 development project plan reviews, project designers will consult
26 with local transit agencies to determine the feasibility of providing
27 bus service to the project site and determine the need for passenger
28

1 benches, shelters and signage as part of the proposed development
2 plan.

3 B. Transportation/Traffic - Cumulative

4 1. Impacts:

5 Traffic generated by this Project would contribute to a level of service
6 exceeding LOS "E" along the nearby segment of the I-215 Freeway, the
7 congestion limit established for this State-owned/maintained highway by
8 the Riverside County Transportation Commission. This is considered a
9 significant and unavoidable cumulative impact that was anticipated in the
10 Program EIR prepared for the RCIP, due to the absence of reliable, targeted
11 funding mechanisms that would guarantee the timely construction of
12 capacity-enhancing improvements sufficient to achieve and maintain the
13 desired LOS. Project-level impacts would be fully mitigated by payment of
14 required fees and other financial participation in the planned I-215/Scott
15 Road interchange improvements; however, cumulative impacts would
16 remain significant and unavoidable until interchange improvements are
17 completed. Completion of the interchange improvements is beyond the
18 responsibility of this or any other individual development project that
19 affects this interchange.

20 2. Mitigation:

21 Off-site transportation system improvements are required to mitigate both
22 project-level and cumulative impacts on the transportation system, in order
23 to achieve the County's LOS standards at the impacted intersections. The
24 full range of required improvements is listed in Table 4.14-9, in Final EIR
25 463. Please note that the improvements listed in the second column of
26 Table 4.14-9 (Existing Ambient Project) need to be completed prior to full
27 occupancy of the proposed development plan to achieve the County's level
28 of service standards. To ensure that adequate traffic improvements are

1 constructed in conjunction with each main phase of development, the
2 developer(s) shall submit traffic impact analyses (TIAs), in County
3 Transportation Department–approved format, to determine the specific
4 streets and highway improvements required to maintain the County’s LOS
5 standard at affected intersections and roadway links. The improvements
6 necessary to maintain the County’s LOS standards shall be in place prior to
7 final occupancy of the relevant development phase, in accordance with the
8 following schedule. Improvements may be implemented through an existing
9 or new or established fee program. Absent a district or fee program, the
10 Project shall be responsible for providing the identified improvements for
11 adequate circulation for each phase of development. Phasing of off-site
12 traffic improvements to mitigate project impacts shall include: Prior to
13 Occupancy of 1st Dwelling Unit, (1) Scott Road at Haun Road with fee
14 credit eligibility; (2) Scott Road at I-215 Southbound Ramps with fee credit
15 eligibility; (3) Scott Road at I-215 Northbound Ramps with fee credit
16 eligibility; (4) Scott Road at "Via Toscana" Street with no fee credit
17 eligibility; (5) Scott Road at Menifee Road with fee credit eligibility; (6)
18 Scott Road at Antelope road with fee credit eligibility; (7) Antelope Road at
19 Garbani Road with fee credit eligibility. Prior to Occupancy of 501st
20 Dwelling Unit, Palomar Road at Garbani Road with no fee credit eligibility.
21 Prior to Occupancy of 901st Dwelling Unit, (1) Scott Road at Bellamy Lane
22 with no fee credit eligibility; (2) Antelope Road at Holland Road with fee
23 credit eligibility or as approved by the Transportation Department.

24 To mitigate the Project’s contribution to cumulative impacts for all future
25 scenarios, the following fees shall be paid in accordance with the provisions
26 set forth in the referenced fee programs: (1) Traffic Signal Mitigation Fees.
27 The development impact fee (DIF) for traffic signals established in County
28 Ordinance 659.6 for the Sun City/Menifee Valley area is \$354 per single-

1 family (detached) dwelling unit and \$319 per multi-family (attached)
2 dwelling unit; (2) TUMF. The Project developer and future home builders
3 shall participate in funding or construction of off-site improvements that are
4 needed to serve Existing Plus Ambient Plus Project Plus Cumulative and
5 long-range buildout conditions through the payment of Western Riverside
6 County Transportation Uniform Mitigation Fees (TUMF). TUMF program
7 fees presently include \$7,248 per Single-Family Residential Unit and
8 \$5,021 per Multi-Family Residential Unit, as defined in County Ordinance
9 No. 824.1; (3) Freeway interchange improvements, railroad grade
10 separations, and arterial widening projects are included in the TUMF
11 program. In the study area, the following improvements are included in the
12 TUMF program. These, and other planned TUMF system improvements
13 that will benefit the traffic study area are shown on Exhibit 4.14-13 and
14 include: Menifee Road, Newport Road, Scott Road, The I-215 / Newport
15 Road interchange, The I-215 / Scott Road interchange; (4) Scott Road and
16 Bridge Benefit District (RBBD). The Project developer and future home
17 builders shall participate in the RBBD, pursuant to County Resolution No.
18 2002-239, to satisfy the project's fair share costs of improving Garbani and
19 Scott Roads. Improvements included in this RBBD are shown on Exhibit
20 4.14-13, and include: Garbani Road, Scott Road, I-215/Garbani Road
21 Overpass, The I-215 / Scott Road interchange; (5) Miscellaneous
22 Transportation Improvement Fees. A portion of the Development Impact
23 Fee established by Ordinance No. 659.6 is allocated toward transportation
24 improvements, other than traffic signals. These fees are currently \$2,700
25 for single-family dwelling units, and \$2,133 for multi-family (attached)
26 dwelling units.

27 Prior to the issuance of a building permit within the specific plan limits, a
28 Community Facility District (CFD) or other funding program acceptable to

1 the County shall be established and funding shall be in place for the
2 construction of ultimate improvements to the I-215/Scott Road Interchange.
3 Furthermore, this Project shall participate in a development fee credit
4 agreement with the County to fund an advance payment to cover the costs
5 of design and engineering of the ultimate I-215/Scott Road Interchange
6 project.

7 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered the following
8 alternatives in EIR No. 463 in light of the environmental impacts which cannot be avoided or
9 substantially lessened and has rejected those alternatives as infeasible for the reasons hereinafter stated:

10 A. EIR Proposed Project

- 11 1. The EIR Proposed Project contained more density, which was achieved
12 through three-story residences. The EIR Proposed Project was configured
13 to amend the natural drainage courses to preserve usable development area
14 and limit bridge crossings and other impediments to efficient land uses. The
15 drainage channel was utilized as a major buffer the Project from the eastern
16 rural residential uses to the east. A mixture of attached residential
17 developments, at higher densities, including three-story residences were
18 envisioned in this alternative.
- 19 2. The EIR Proposed Project would result in increased aesthetic impacts due to
20 concentration of development intensity along the site's eastern and southern
21 boundaries. This would likely result in taller, more massive building forms
22 that would be visible from surrounding areas, and thus a more pronounced
23 visual impact.
- 24 3. The EIR Proposed Project would result in similar, less than significant
25 impacts involving conversion of agricultural land to urbanized uses.
- 26 4. The EIR Proposed Project would result in similar construction phase air
27 quality impacts, assuming the entire site is involved in grading and a similar
28 amount of earth movement is required. It may result in higher long-term,

1 unavoidable significant impacts on air quality, if the concentrated density
2 and mix of uses generates a higher volume of traffic, with associated higher
3 levels of automotive exhausts.

4 5. The EIR Proposed Project could have a greater impact on potential wildlife
5 habitat and potentially buried cultural and paleontological resources, if
6 some portion of the ephemeral drainage course that occurs on site were
7 disturbed.

8 6. The EIR Proposed Project would be affected by the same geological/soils
9 constraints, which would be fully mitigated through compliance with the
10 County's existing grading standards, building safety standards, and plan
11 check requirements.

12 7. The EIR Proposed Project would involve a similar, less than significant
13 level of risk involving use, transport, storage or disposal of hazardous
14 materials, during the operating life of the built Project.

15 8. The EIR Proposed Project would also involve no flood hazard risk and
16 would result in similar, less than significant impacts involving changes in
17 site hydrology and control of surface runoff from the developed site.

18 9. The EIR Proposed Project, as well as the selected Lower Density
19 Alternative, would result in no impacts to mineral resources, which do not
20 occur on site.

21 10. The EIR Proposed Project could increase off-site noise impacts by
22 concentrating development on the site exterior and reducing the perimeter
23 open space buffers. Noise associated with off-site traffic could be higher, if
24 this alternative generates a substantially higher amount of traffic.

25 11. The EIR Proposed Project would increase impacts involving demand for
26 public services that are population-driven, as this alternative would likely
27 result in a significant increase in the number of dwelling units and
28 population. If that occurs, this alternative could have a higher demand for

1 public school, library and health care facilities. If there are more attached
2 dwelling units in this alternative, total school age children might be lower,
3 and the total demand for public schools and libraries could also be lower.

4 12. The EIR Proposed Project would have a greater impact on fire protection
5 and law enforcement services.

6 13. The EIR Proposed Project could increase the level of unavoidable,
7 significant traffic impacts, if it generated a substantial increase in the
8 volumes of daily and peak period trips.

9 14. The EIR Proposed Project could increase the demand for water and sewer
10 services, if a higher amount of landscaping irrigation is required and if the
11 demand for potable water and wastewater generation are higher.

12 15. The EIR Proposed Project could increase the total solid waste disposal
13 requirements, if there are a substantially larger number of homes, and if
14 there is more landscaping area that produces a higher volume of “green
15 wastes.”

16 16. The EIR Proposed Project could increase the demand for energy and
17 telecommunications services, depending on the design, mix and total
18 number of homes, as well as the total number of customers that would
19 consume energy and require telecommunications connections.

20 17. The EIR Proposed Project was rejected because it could increase the level
21 of unavoidable, significant, long-term air quality and traffic impacts, and
22 would have a more pronounced visual impact that would be less compatible
23 in this still partially rural residential area.

24 B. No-Project/Existing Industrial Park Zoning Alternative

25 1. The No-Project/Existing Industrial Park Zoning Alternative assumes that
26 proposed Specific Plan 334 is not adopted and the land uses permitted in the
27 existing, underlying Industrial Park zoning would be developed, in the form
28 of an industrial park.

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2. The No-Project/Existing Industrial Park Zoning Alternative would maintain the existing General Plan and zoning designations for this site.
3. The No-Project/Existing Industrial Park Zoning Alternative would result in comparable aesthetic impacts as the proposed Project.
4. The No-Project/Existing Industrial Park Zoning Alternative would result in similar impacts involving the conversion of less than significant agricultural land to an urbanized land use.
5. The No-Project/Existing Industrial Park Zoning Alternative would result in similar construction phase and worse long-term air quality impacts, due to a higher level of daily and peak period traffic and the associated automotive exhausts.
6. The No-Project/Existing Industrial Park Zoning Alternative would result in similar impacts to biological and cultural resources, and the same mitigation measures identified for the proposed Project would also reduce impacts of this alternative to less than significant.
7. The No-Project/Existing Industrial Park Zoning Alternative could result in somewhat higher potential risks involving the transport, storage, use and disposal of hazardous materials, since many businesses that would occupy an industrial park might be expected to utilize a variety of such materials in their daily operations.
8. The No-Project/Existing Industrial Park Zoning Alternative would be subject to the same geological and soils constraints, which can be reduced to less than significant through compliance with existing County grading and building safety standards and plan check requirements.
9. The No-Project/Existing Industrial Park Zoning Alternative would result in similar impacts with respect to modification of the existing hydrology pattern and the control and discharge of runoff from the developed site. While the specific drainage and filtration controls may be different for this

1 alternative, the design criteria for site runoff would be the same, as
2 established by the Riverside County Flood Control District and the Santa
3 Ana Regional Water Quality Control Board.

- 4 10. The No-Project/Existing Industrial Park Zoning Alternative, as well as the
5 proposed Project, would result in no impacts to mineral resources, which do
6 not occur on site.
- 7 11. The No-Project/Existing Industrial Park Zoning Alternative could result in
8 more substantial off-site noise impacts, due to higher daily and peak hour
9 traffic that could adversely affect neighboring residential uses. Weekday
10 noise levels generated on site would likely be higher, compared to the
11 proposed Project, because an industrial park would typically be most active
12 during weekdays, whereas residential uses are typically least active during
13 weekdays. Nighttime and weekend noise levels associated with this
14 alternative would likely be lower than the proposed Project, because an
15 industrial park would typically have little or no activity after the work day.
- 16 12. The No-Project/Existing Industrial Park Zoning Alternative could result in a
17 higher demand for fire protection, due to possible increase in storage and
18 use of hazardous materials, which result in an increased risk for fires
19 possibly other releases of hazardous materials.
- 20 13. The No-Project/Existing Industrial Park Zoning Alternative would result in
21 a similar level of demand for law enforcement services, though the nature of
22 the calls may be somewhat different, compared to a residential community.
- 23 14. The No-Project/Existing Industrial Park Zoning Alternative would have no
24 direct impact with respect to the need for additional public school facilities
25 and would thus have a much lower impact, and possibly no impact, on the
26 local school districts than the proposed Project.
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15. The No-Project/Existing Industrial Park Zoning Alternative would have no effect on public library resources, since it would not house a resident population that would place a demand on such resources.
16. The No-Project/Existing Industrial Park Zoning Alternative would have a similar overall impact on the demand for health care services within the western Riverside County area that relies on services provided by the Valley Health System.
17. The No-Project/Existing Industrial Park Zoning Alternative would have a reduced and potentially no impact on parks and recreation facilities, given the absence of a resident population.
18. The No-Project/Existing Industrial Park Zoning Alternative would generate approximately 980 more daily trips, 670 more AM peak period trips and 520 fewer PM peak period trips, and would thus increase the level of traffic impacts.
19. The No-Project/Existing Industrial Park Zoning Alternative could result in a higher or lower demand for water, wastewater and solid waste disposal services, depending upon the specific mix of businesses found in the industrial park and their particular water and sewer system needs, and volumes and compositions of their solid waste generation streams.
20. The No-Project/Existing Industrial Park Zoning Alternative, as well as the proposed Project, would have no effect on any existing or planned storm drainage facilities.
21. The No-Project/Existing Industrial Park Zoning Alternative could have a higher or lower demand for energy and telecommunications facilities, depending on the specific mix of businesses and their respective demands for such facilities.
22. The No-Project/Existing Industrial Park Zoning Alternative was rejected because it would not meet any of the housing production objectives

1 established for this project and would increase the level of unavoidable and
2 significant air quality and traffic impacts.

3 C. Clustered, Higher Intensity, Increased Open Space Alternative

- 4 1. The Clustered, Higher Intensity, Increased Open Space Alternative would
5 concentrate development into the interior parts of the site, while retaining
6 larger expanses of open space around the perimeter to provide increased
7 buffering for adjacent land uses, especially the rural residential uses to the
8 east. This alternative could potentially be configured to preserve some of
9 the natural drainage course features within a paseo system or as a simpler
10 linear open space element. A mixture of attached residential developments,
11 at similar and possibly higher densities, along with some supporting
12 neighborhood commercial and office uses, are envisioned in this alternative.
- 13 2. The Clustered, Higher Intensity, Increased Open Space Alternative would
14 result in increased aesthetic impacts due to concentration of development
15 intensity into the site interior. This would likely result in taller, more
16 massive building forms that would be visible from surrounding areas, and
17 thus a more pronounced visual impact.
- 18 3. The Clustered, Higher Intensity, Increased Open Space Alternative would
19 result in similar, less than significant impacts involving conversion of
20 agricultural land to urbanized uses.
- 21 4. The Clustered, Higher Intensity, Increased Open Space Alternative would
22 result in similar construction phase air quality impacts, assuming the entire
23 site is involved in grading and a similar amount of earth movement is
24 required. It may result in higher long-term, unavoidable significant impacts
25 on air quality, if the concentrated density and mix of uses generates a higher
26 volume of traffic, with associated higher levels of automotive exhausts.
- 27 5. The Clustered, Higher Intensity, Increased Open Space Alternative could
28 have a lesser impact on potential wildlife habitat and potentially buried

1 cultural and paleontological resources, if some portion of the ephemeral
2 drainage course that occurs on site is preserved. If this were not preserved,
3 impacts to biological, cultural and paleontological resources would be the
4 same.

- 5 6. The Clustered, Higher Intensity, Increased Open Space Alternative would
6 be affected by the same geological/soils constraints, which would be fully
7 mitigated through compliance with the County's existing grading standards,
8 building safety standards, and plan check requirements.
- 9 7. The Clustered, Higher Intensity, Increased Open Space Alternative would
10 involve a similar, less than significant level of risk involving use, transport,
11 storage or disposal of hazardous materials, during the operating life of the
12 built Project.
- 13 8. The Clustered, Higher Intensity, Increased Open Space Alternative would
14 also involve no flood hazard risk and would result in similar, less than
15 significant impacts involving changes in site hydrology and control of
16 surface runoff from the developed site.
- 17 9. The Clustered, Higher Intensity, Increased Open Space Alternative, as well
18 as the proposed Project, would result in no impacts to mineral resources,
19 which do not occur on site.
- 20 10. The Clustered, Higher Intensity, Increased Open Space Alternative could
21 reduce off-site noise impacts by concentrating development in the site
22 interior and increasing the perimeter open space buffers. Noise associated
23 with off-site traffic could be higher, if this alternative generates a
24 substantially higher amount of traffic.
- 25 11. The Clustered, Higher Intensity, Increased Open Space Alternative would
26 increase impacts involving demand for public services that are population-
27 driven, if this alternative results in a significant increase in the number of
28 dwelling units and the size of the resident population also increases. If that

1 occurs, this alternative could have a higher demand for public school,
2 library and health care facilities. If there are more attached dwelling units
3 in this alternative, total school age children might be lower, and the total
4 demand for public schools and libraries could also be lower.

5 12. The Clustered, Higher Intensity, Increased Open Space Alternative would
6 have a similar impact on fire protection and law enforcement services.

7 13. The Clustered, Higher Intensity, Increased Open Space Alternative could
8 increase the level of unavoidable, significant traffic impacts, if it generated
9 a substantial increase in the volumes of daily and peak period trips.

10 14. The Clustered, Higher Intensity, Increased Open Space Alternative could
11 increase the demand for water and sewer services, if a higher amount of
12 landscaping irrigation is required and if the demand for potable water and
13 wastewater generation are higher.

14 15. The Clustered, Higher Intensity, Increased Open Space Alternative could
15 increase the total solid waste disposal requirements, if there are a
16 substantially larger number of homes, and if there is more landscaping area
17 that produces a higher volume of "green wastes."

18 16. The Clustered, Higher Intensity, Increased Open Space Alternative could
19 increase the demand for energy and telecommunications services,
20 depending on the design, mix and total number of homes, as well as the
21 total number of customers that would consume energy and require
22 telecommunications connections.

23 17. The Clustered, Higher Intensity, Increased Open Space Alternative was
24 rejected because it could increase the level of unavoidable, significant, long-
25 term air quality and traffic impacts, and would have a more pronounced
26 visual impact that would be less compatible in this still partially rural
27 residential area.
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1 D. Reduced Traffic and Air Quality Impacts Alternative

- 2 1. The Reduced Traffic and Air Quality Impacts Alternative would reduce the
3 scale of this Project to approximately 450 single family homes, to reduce
4 total long-term air emissions to below the SCAQMD thresholds of
5 significance. This would also reduce total traffic generation by nearly one
6 half, thus substantially reducing the level of impact on the surrounding
7 streets and highway network. To meet key project objectives, this
8 alternative would be designed to provide some mix of medium high-to-high
9 density neighborhoods, in a compact urban form than can readily integrate
10 into a larger, mixed use Town Center that is envisioned in the RCIP and in
11 the Sun City/Meniffee Valley Area Plan to expand to the west.
- 12 2. The Reduced Traffic and Air Quality Impacts Alternative would reduce the
13 intensity of visual impacts, due to a substantial reduction in the number of
14 homes built and the resulting decrease in total building massing visible from
15 surrounding areas.
- 16 3. The Reduced Traffic and Air Quality Impacts Alternative would have a
17 similar, less than significant impact involving conversion of agricultural
18 land to a built environment.
- 19 4. The Reduced Traffic and Air Quality Impacts Alternative could have lower
20 grading phase impacts on air quality, if total earth-moving requirements are
21 reduced, and would have lower impacts during the building construction
22 phases, due to the substantial decrease in the number of homes. Long-term
23 air quality impacts would be reduced to below the SCAQMD thresholds of
24 significance.
- 25 5. The Reduced Traffic and Air Quality Impacts Alternative could have less
26 impact on potential, low quality wildlife habitat, as well as potentially
27 buried cultural and paleontological resources, if some portions of the site
28 are preserved and not included in grading limits.

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6. The Reduced Traffic and Air Quality Impacts Alternative would be subject to the same geological/soils constraints, which can be fully mitigated through compliance with the County's existing grading and building safety standards, along with plan check requirements.
7. The Reduced Traffic and Air Quality Impacts Alternative would result in reduced impacts to hydrology and water quality, because there would be less impervious surfaces and less site runoff, of similar quality.
8. The Reduced Traffic and Air Quality Impacts Alternative would reduce noise impacts, both on and off site, due to fewer homes and the outdoor activities that typically occur in a residential area, a smaller park, and less traffic.
9. The Reduced Traffic and Air Quality Impacts Alternative would reduce the demand for fire protection and law enforcement services, as well as the demand for public schools, library facilities, parks and recreation resources and health care facilities, due to the substantially fewer number of homes and smaller population involved.
10. The Reduced Traffic and Air Quality Impacts Alternative would reduce the amount of traffic generated by roughly 55 percent, thus substantially reducing project-related congestion impacts and reducing the scope and improvements required to mitigate the project's impacts on the transportation network.
11. The Reduced Traffic and Air Quality Impacts Alternative would reduce the demand for water and sewer service, due to much lower demand for 450 homes.
12. The Reduced Traffic and Air Quality Impacts Alternative, like the proposed Project, would have no effect on any existing or planned storm water drainage facilities.

- 1 13. The Reduced Traffic and Air Quality Impacts Alternative would reduce the
2 demand for energy and telecommunications transmission and delivery
3 facilities, thus reducing any minor impacts involved with construction of
4 such facilities to bring these services to the Project's site.
- 5 14. The Reduced Traffic and Air Quality Impacts Alternative was rejected
6 because it would not accomplish the housing objectives established for this
7 Project, would not implement the land use policies for a Town Center
8 established for this area in the RCIP and Sun City/Meniffee Valley Area
9 Plan, and may not be economically feasible, given the costs for completing
10 streets, drainage, water, sewer, dry utilities, etc. that would be more difficult
11 to amortize over this much smaller number of homes. With this substantial
12 reduction in the scale of development, this alternative would contribute a
13 much lower amount of funding to implement a number of traffic
14 improvements already planned by the County and Caltrans to alleviate
15 existing congestion problems this area.

16 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has balanced the benefits of
17 Specific Plan 334 and related cases against the unavoidable adverse environmental effects thereof, and
18 has determined that the following benefits outweigh and render acceptable those environmental effects:

- 19 A. This Project will meet a portion of existing and future housing needs for Western Riverside
20 County, including several hundred attached units that are needed to achieve the County's
21 Housing Element goals to expand the stock of multi-family housing.
- 22 B. The Project will provide up to 1,079 dwelling units, which will promote local and regional
23 jobs and housing balance goals.
- 24 C. The Specific Plan establishes a range of housing densities that will allow future home
25 builders to offer a variety of housing opportunities in attached and detached units, within
26 unique, livable neighborhoods. This Project will thus provide housing choices that are not
27 presently available in the Meniffee area and which will meet the needs of a wider variety of
28 households.

- 1 D. The extensive landscaping, set backs for equestrian and pedestrian trails along the entire
2 eastern boundary will establish a compatible transition between rural residential land uses
3 to the east and increasing development intensities within the planned Community Center
4 overlay area that encompasses this site and adjacent land extending west to the I-215
5 Freeway. This Project would thus implement key land use policies established for this
6 Community Center area, as envisioned in the Riverside County General Plan and the Sun
7 City/Menifee Valley Area Plan (SCMVAP).
- 8 E. The proposed Project is designed to readily integrate with and link to future business park
9 and/or mixed use development to the west, as envisioned in the General Plan and
10 SCMVAP Community Center Overlay policies.
- 11 F. The proposed Project includes a centrally located public park that will meet the outdoor
12 recreation needs of Project residents as well as existing and future residents in neighboring
13 areas of the Menifee and Paloma Valleys.
- 14 G. The proposed Project includes a potential 12-acre site for a public elementary school, if
15 acquired by the local school district, to meet a portion of the facility needs of existing
16 school children near this site, as well as future residents within this site.
- 17 H. A County General Fund recurring annual revenue surplus of \$81.5 thousand is projected
18 for the Project at buildout of the Specific Plan.
- 19 I. This Project will pay major, one-time fees, totaling more than \$21 million, that will benefit
20 a variety of County and special district programs, including: (1) Stephens' kangaroo rat
21 habitat acquisition and maintenance program; (2) Miscellaneous development impact
22 mitigation programs; (3) Open space acquisition and maintenance; (4) Eastern Municipal
23 Water District water and sewer fees; (5) Menifee Union School District facilities expansion
24 program; (6) Perris High School District facilities expansion program.
- 25 L. This Project will contribute funding to several traffic mitigation and transportation system
26 improvements, including more than \$5.4 million in Transportation Uniform Mitigation
27 Fees (TUMF), \$2.2 million in Scott Road and Bridge Benefit District fees, and \$0.42
28 million in Traffic Signal Synchronization fees and \$3.07 million in Miscellaneous

1 Transportation Improvement Fees pursuant to Ordinance 659.6, net of any TUMF overlap
2 credits.

3 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the State CEQA Guidelines
4 Section 15126(d) require an EIR to discuss how a project could directly or indirectly lead to economic,
5 population, or housing growth. A project may be growth-inducing if it removes obstacles to growth, taxes
6 community service facilities, or encourages other activities which cause significant environmental effects.
7 The discussion is as follows:

8 A. Economic, Population, or Housing Growth

9 This Project would add up to 1,079 dwelling units. It is anticipated that a population of
10 2,777 persons, based upon population generation factors of 2.97 persons per single family
11 dwelling unit, would result at full-build out. These new households represent additional
12 consumer purchasing power that will encourage development of local commercial uses that
13 satisfy some of that purchasing power.

14 B. Removal of an Impediment to Growth

15 This Project includes construction of half-width street improvements along Garbani and
16 Scott Roads, along with a collector road connecting these two major arterials, thus
17 enhancing vehicular access to this site and adjoining land, particularly the property
18 immediately to the west. This Project also includes extensions of water and sewer lines
19 through this site, which may improve connection opportunities for the undeveloped land
20 immediately west. Because the backbone infrastructure elements of this plan are designed
21 to provide capacity for the estimated demands of this project only, completion of the
22 Project's infrastructure network would not remove impediments to growth of neighboring
23 land, where infrastructure does not currently exist or has insufficient capacity to support
24 new development. Water and sewer lines are already in place to serve land immediately
25 north, east and south. This Project will not affect the capacity in those infrastructure
26 elements and will, therefore, have no growth inducing effect relative to eliminating key
27 infrastructure constraints.
28

1 C. Precedent-Setting Effects

2 The zone change required for this Project is to establish development standards and
3 guidelines through Specific Plan No. 334, to create a high quality residential master plan
4 community that will contain a variety of recreational, open space and visual amenities and
5 a range of housing opportunities. The Project would implement a number of key land use
6 policies for secondary elements of a Community Center, as envisioned in the General Plan
7 and SCMVAP. As such, this Project would have no precedent-setting effects involving a
8 change in established County land use policies. Successful development of this Project
9 may encourage neighboring property owners within the Community Center Overlay to
10 proceed with compact, urban development plans and projects, which would be governed
11 by the density restrictions, design guidelines and land use and circulation policies set forth
12 in the General Plan and SCMVAP.

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan No. 334 will
14 implement applicable elements of the Riverside County General Plan as follows:

15 A. Land Use Element

16 The proposed project is consistent with the RCIP General Plan, Sun City/Menifee Valley
17 Area Plan, which designates the site for business park uses with a Community Center
18 Overlay. Factors pertaining to circulation, hazards, nuisances, aesthetics, design, sewer
19 and water availability and utilities have been addressed pursuant to General Plan Policies
20 through project design, mitigation measures and/or the conditions of approval. The project
21 is participating in regional transportation improvements and other major circulation
22 improvements in the area pursuant to the General Plan Circulation Element.

23 B. Administrative Element

24 The Project provides time frames for development and a fiscal impact report. The fiscal
25 impact analysis does not project a significant adverse impact on County services at Project
26 build-out.
27
28

1 C. Regional Element

2 The Regional Element requires major land use projects to be consistent with Southern
3 California Association of Governments (SCAG) subregional population forecasts or to
4 provide mitigation of regional public services and facilities impacts. Additionally, the
5 Regional Element sets forth policies for achieving a jobs/housing balance within these
6 subregions. The Project represents less than 0.17 percent of the housing and 0.16 percent
7 of the population growth projected for the subregion under the adopted growth forecasts,
8 and is consistent with population forecasts. The development of up to 1,079 dwelling
9 units at the Project site will not affect the current or projected potential jobs/housing
10 availability ratio within the Sun City/Menifee Valley Area Plan.

11 D. Public Facilities and Services Element

12 The project through its design, mitigation measures and/or conditions of approval will
13 provide adequate circulation, water, sewer, fire protection, and other services to comply
14 with public facilities and services element requirements.

15 E. Housing Element

16 The Project promotes the Housing Element goal of providing a selection of housing
17 that is decent, safe, sound, in close proximity to jobs and daily activities, and which
18 varies by location, type, design, and price.

19 F. Environmental Hazards and Resources Element

20 EIR No. 463 assessed the full range of concerns associated with the project, and
21 proposed mitigation for each of the potentially significant impacts. Overriding findings
22 are required only for cumulative air quality impacts.

23 G. Multiple Species Habitat Conservation Plan (MSHCP)

24 EIR No. 463 and SP No. 334 are consistent with the MSHCP as follows:

- 25 1. The Project is not within the Criteria Area set forth in and established by the
26 Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).
- 27 2. The Project is consistent with the Riparian/Riverine Areas and Vernal Pools
28 requirements of the MSHCP. Pursuant to Section 6.1.2 of the MSCHP, an

1 assessment of the potentially significant effects on Riparian/Riverine Areas and
2 Vernal Pools which includes identification and mapping of such areas located on
3 the Project site is required. The Project has been reviewed and assessed as
4 indicated in the Biological Resources Survey prepared by MBA in September
5 2003, and it has been determined that 99 percent of the subject site has been altered
6 by dry land farming activities and the remaining one percent of the land area
7 contains a small patch of Riversidean sage scrub and some ornamental woodland.
8 There are no standing pools or ponds of water anywhere on site. There is no
9 evidence of any of the three wetland indicators on site. The non-vegetated,
10 ephemeral drainage swales that occur on site are dry a majority of the time, and are
11 fed by urban run-off rather than any fresh water sources. There is no vernal pool
12 habitat within or adjacent to the subject site. The project would have no effect on
13 Riparian/Riverine or Vernal Pool habitats. The site does not contain or abut any
14 stock ponds, ephemeral pools or other such wet features that would support fairy
15 shrimp. Thus, the project would not impact these habitats and would be consistent
16 with the Riparian/Riverine Areas and Vernal Pools requirements of the Section
17 6.1.2 of the MSHCP.

- 18 3. The Project is consistent with the Narrow Endemic Plant Species requirements of
19 the MSHCP. Pursuant to Section 6.1.3 of the MSHCP, habitat assessments and/or
20 focused surveys for certain Narrow Endemic Plant Species are required for
21 properties within mapped survey areas. The survey area maps have been reviewed
22 and the Project is not within the mapped areas for narrow endemic plants. The
23 Project has been reviewed and assessed as indicated in the Biological Resources
24 Survey prepared by MBA in September 2003, and it has been determined that the
25 site does not contain suitable habitat for any six narrow endemic plant species
26 identified in the MSHCP Database as potentially occurring on the site. Therefore,
27 focused surveys to identify Narrow Endemic Plant Species are not required.
28

- 1 4. The project is consistent with the Urban/Wildlands Interface Guidelines established
2 by the MSHCP. Pursuant to Section 6.1.4 of the MSHCP, projects in close
3 proximity to the MSHCP Conservation Area are required to incorporate
4 mechanisms to address indirect effects to the MSHCP Conservation Area. This
5 project is not located in close proximity to the MSHCP Conservation Area.
6 Therefore, no further analysis is required.
- 7 5. The Project is consistent with the Database Updated/Additional Surveys
8 requirements of the MSHCP. Pursuant to Section 6.3.2 of the MSHCP, habitat
9 assessments and/or focused surveys for certain additional plant and animal species
10 are required for properties within mapped survey areas. The survey area maps have
11 been reviewed and the Project is within mapped survey areas for the Burrowing
12 Owl. The Biological Resources Survey prepared by MBA in September 2003
13 included a burrowing owl habitat assessment. No sign of the owl was observed
14 during the biological surveys conducted for the report. Some ground squirrel
15 burrows were observed on site and there is a reported sighting of a burrowing owl
16 within a half mile west of this site; therefore, the potential occurrence of this
17 species on site cannot be ruled out. A pre-construction survey for burrowing owls
18 pursuant to the requirements of the MSHCP shall be conducted prior to any ground
19 disturbing activities. Thus, the project is consistent with the Database
20 Updates/Additional Surveys requirements of the MSHCP.

21 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan No. 334 is
22 consistent with the General Plan.

23 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has reviewed and
24 considered EIR No. 463 in evaluating Specific Plan No. 334 and related cases, that EIR No. 463 is an
25 accurate and objective statement that complies with the California Environmental Quality Act and
26 reflects the County's independent judgment, and that EIR No. 463 is incorporated herein by this
27 reference.
28

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it CERTIFIES EIR No.
2 463 and adopts the Mitigation Monitoring Plan specified therein.

3 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan No. 334, on
4 file with the Clerk of the Board, including the final conditions of approval and exhibits, is hereby
5 adopted as the Specific Plan of Land Use for the real property described and shown in the plan, and
6 said real property shall be developed substantially in accordance with the plan, as amended, unless
7 the plan is repealed or further amended by the Board.

8 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of Specific Plan
9 No. 334 shall be placed on file in the Office of the Clerk of the Board, in the Office of the Planning
10 Director, and in the Office of the Building and Safety Director, and that no applications for
11 subdivision maps, conditional use permits, or other development approvals shall be accepted for the
12 real property described and shown in the plan, unless such applications are substantially in
13 accordance therewith.

14 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodians of the
15 documents upon which this decision is based are the Clerk of the Board of Supervisors and the
16 County Planning Department and that such documents are located at 4080 Lemon Street, Riverside,
17 California.

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1 easternmost edge of Planning Areas 7 and 8. Those lots that are contiguous with the Scott
2 Road right- of- way located along the southernmost edge of Planning Area 2 and
3 Haleblian Road right-of-way located along the easternmost edge of Planning Areas 7 and 8
4 shall be not less than 10,000 square feet. The minimum lot area shall be determined by
5 excluding that portion of a lot that is used solely for access to the portion of a lot used as a
6 building site.

7
8 B. The minimum width of that portion of all lots to be used as a building site
9 shall be forty-five feet (45') with a minimum depth of ninety feet (90') "flag" lots shall not
10 be permitted.

11 C. The minimum frontage of all lots shall be forty-five feet (45'), except that
12 lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-five feet
13 (35'). Lot frontage along curvilinear streets may be measured at the building setback in
14 accordance with zone development standards.

15 D. Side yards on interior and through lots shall be not less than five feet (5') in
16 width. Side yards on corner and reversed corner lots shall be not less than ten feet (10')
17 from the existing street line or from any future street line a shown on any specific plan of
18 highways, whichever is nearer the proposed structure, upon which the main building sides,
19 except that where the lot is less than fifty feet (50') wide, the yard need not exceed twenty
20 percent (20%) of the width of the lot.

21
22 E. The rear yard shall be not less than twenty feet (20') in areas where the lot
23 abuts the eastern boundary of Specific Plan No. 334. Otherwise, the rear yard shall be not
24 less than ten feet (10').

25 F. Chimneys and fireplaces shall be allowed to encroach into side yards a
26 maximum of two feet (2'). No other structural encroachments shall be permitted in the
27 front, side or rear yard except as provided for in Section 18.19 of Ordinance No. 348.

28 G. In no case shall more than fifty percent (50%) of any lot be covered by

1 buildings or structures that are single-story and forty-five percent (45%) for those that are
2 two-story.

3 In addition, the following development standards shall also apply:

4 AA. Building separation between adjacent dwelling units shall not be
5 less than ten feet (10'). Building separation shall mean the distance between the
6 structural portions of adjoining dwellings as measured from that point where the
7 dwellings are nearest; provided, however, that a yard encroachment permitted
8 under Section 18.19 of Ordinance No. 348 shall not be considered a structural
9 portion for the determination of building separation.
10

11 BB. Interior side yards may be reduced to accommodate zero lot line
12 situations, except that, in no case shall the reduction in side yard areas reduce the
13 required separation between detached structures to less than ten feet (10').

14 CC. A minimum of fifty percent (50%) those lots contiguous with the
15 Haleblan Road right-of-way in Planning Areas 7 and 8 will be single-story
16 structures.

17 (3) Except as provided above, all other zoning requirements shall be the same as those
18 requirements identified in Article VI of Ordinance No. 348.

19 b. Planning Areas 3, 4, 5 and 6.

20 (1) The uses permitted in Planning Areas 3, 4, 5 and 6 of Specific Plan No. 334 shall
21 be the same as those uses permitted in Article VIII, Section 8.1 of Ordinance 348, except that the
22 uses permitted in pursuant to Section 8.1.a. (2), (4), (11), (17), (18), (19), (20), (21), (22), (23),
23 (24), (25), (27), (28); and Section 8.1.b. (1), (2), (3) and (4) shall not be permitted. In addition,
24 the permitted uses identified under Section 8.1 shall also include open space, and trails.
25

26 (2) The development standards for Planning Areas 3, 4, 5 and 6 of Specific Plan No.
27 334 shall be the same as those standards identified in Article VIII, Section 8.2 of Ordinance No.
28 348 except that the development standards set forth in Article VIII, Section 8.2 a., b., c., and f.

1 shall be deleted and replaced with by the following.

2 A. The minimum lot area shall be three thousand (3,000) square feet with a
3 minimum average width of thirty feet (30') and a minimum average depth of fifty feet
4 (50').

5 B. The minimum front and rear yard setback shall be ten feet (10') for all
6 buildings. The front yard setback shall be measured from any existing or future street line
7 as shown on any specific street plan of the County. The rear yard setback shall be
8 measured from the existing rear lot line or from any recorded alley easement; if the rear
9 lot adjoins a street, the rear setback requirement shall be the same as required for a front
10 yard setback.

11 C. The minimum side yard shall be five feet (5') for all buildings. No
12 structural encroachments shall be permitted in the front, side or rear yard except as
13 provided in Section 18.19 of Ordinance No. 348.

14 D. All buildings and structures shall not exceed fifty feet in (50') height.

15 In addition, the following development standard shall also apply:

16 AA. Building separation between adjacent dwelling units shall not be less
17 than ten feet (10'). Building separation shall mean the distance between the
18 structural portions of adjoining dwellings as measured from that point where the
19 dwellings are nearest; provided, however, that a yard encroachment permitted
20 under Section 18.19 of this ordinance shall not be considered a structural portion
21 for the determination of building separation.

22 BB. Interior side yards may be reduced to accommodate zero lot line
23 situations, except that, in no case shall the reduction in side yard areas reduce the
24 required separation between detached structures to less than ten feet (10').

25 CC. No residential building structures shall be allowed within twenty
26 feet (20') of the eastern boundary of Specific Plan No. 334.

1 (3) Except as provided above, all other zoning requirements shall be the same as those
2 requirements identified in Article VIII of Ordinance No. 348.

3 c. Planning Areas 9 and 10

4 (1) The uses permitted in Planning Areas 9 and 10 of Specific Plan No. 334 shall be
5 the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348, except that
6 the uses permitted pursuant to Section 8.100.a. (8), b.(1) and c.(1) shall not be permitted. In
7 addition, the permitted uses identified under Section 8.100.a. shall also include public parks and
8 trails, debris basins and channels for flood control purposes, access roads, and trails.

9 (2) The development standards for Planning Area 9 and 10 of Specific Plan No. 334
10 shall be the same as those standards identified in Article VIIIe, Section 8.101 of Ordinance No.
11 348.

12 (4) Except as provided above, all other zoning requirements shall be the same as those
13 requirements identified in Article VIIIe of Ordinance No. 348.
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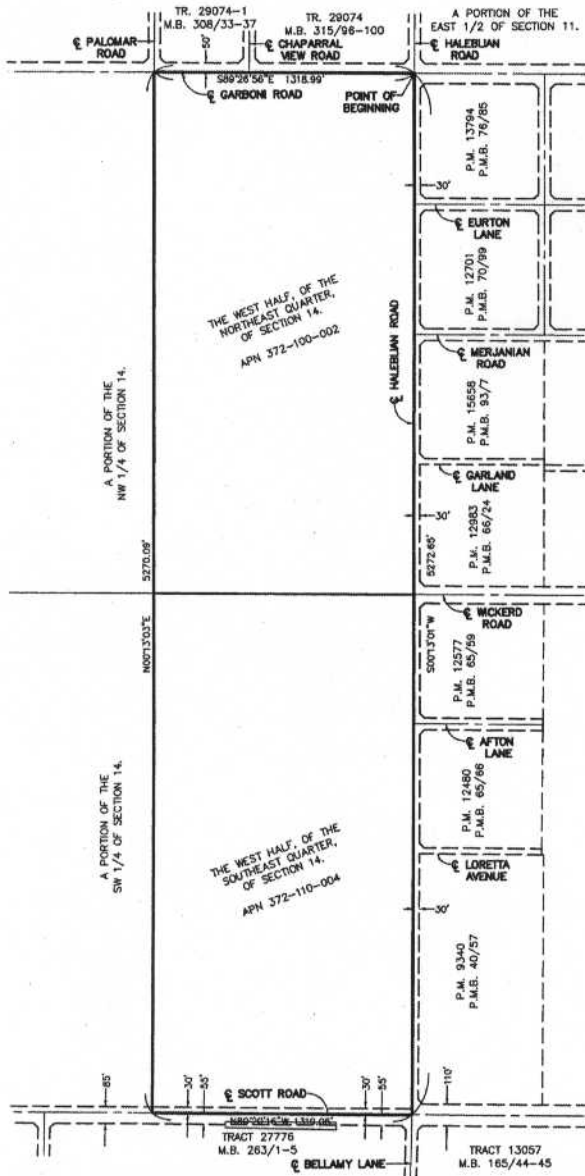
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ANTELOPE VALLEY AREA
SECTION 14, TOWNSHIP 6 SOUTH, RANGE 3 WEST SBM.



LEGEND

SP ZONE SPECIFIC PLAN (334)

MAP NO. 2,2159

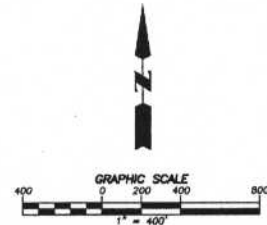
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AMENDING
MAP NO. 2 ORDINANCE NO. 348

CHANGE OF ZONE CASE NO. 6862
ADOPTED BY ORDINANCE NO. 348.4371

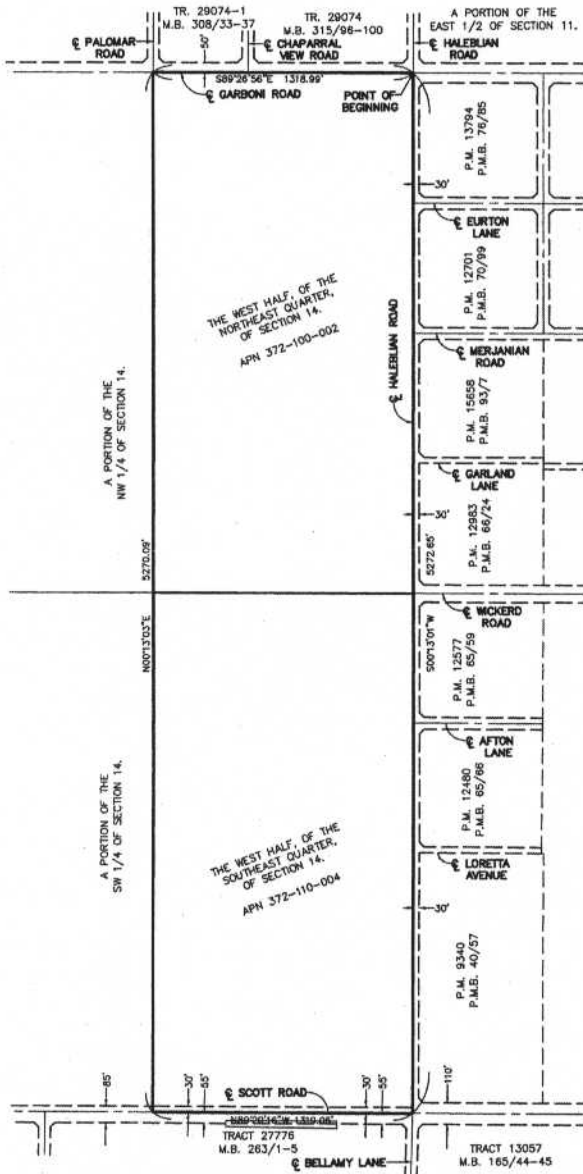
FEBRUARY 28, 2006

RIVERSIDE COUNTY BOARD OF SUPERVISORS

ASSESSOR'S PARCEL NUMBER 372-100-002
ASSESSOR'S PARCEL NUMBER 372-110-004



ANTELOPE VALLEY AREA
SECTION 14, TOWNSHIP 6 SOUTH, RANGE 3 WEST SBM.



LEGEND

SP ZONE SPECIFIC PLAN (334)

MAP NO. 2,2159

CHANGE OF OFFICIAL ZONING PLAN
AMENDING
MAP NO. 2 ORDINANCE NO. 348

CHANGE OF ZONE CASE NO. 6862
ADOPTED BY ORDINANCE NO. 348.4371

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