SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA 3.11B

FROM: TLMA - Planning Department

SUBMITTAL DATE:
October 17, 2013

SUBJECT: County of Riverside – TLMA – Planning Department – Resolution No. 2013-197 Certifying EIR No. 525 and Adopting Specific Plan No. 380 and Ordinance No. 348.4767 – Third/Third [$0]

RECOMMENDED MOTION: That the Board of Supervisors:

ADOPT RESOLUTION NO. 2013-197, certifying Environmental Impact Report No. 525 and adopting Specific Plan No. 380 (Keller's Crossing) in accordance with the Board of Supervisors' previous actions;

ADOPT ORDINANCE NO. 348.4767, for Zoning Map No. 2.2353 and Change of Zone No. 7723 and amending Ordinance No. 348 to reflect the Specific Plan development standards and establish the Specific Plan boundary, in accordance with the Board of Supervisors' previous actions.

BACKGROUND:
Summary

The Specific Plan proposes eight (8) land use Planning Areas, ranging from 8.8 acres to 61.1 acres.

Initials:
CSL:lr

Frank Coyle, for
Carolyn Syms Luna
Planning Director

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (per Exec. Office)
COST	$ N/A	$ N/A	$ N/A	$ N/A	Consent ☐ Policy ☒
NET COUNTY COST	$ N/A	$ N/A	$ N/A	$ N/A	

SOURCE OF FUNDS: N/A

Budget Adjustment: N/A
For Fiscal Year: N/A

C.E.O. RECOMMENDATION:

APPROVE
BY Tina Grande

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

Departmental Concurrence

FORM APPROVED COUNTY COUNSEL
BY: MICHELLE CLACK DATE 10/16/13

☐ Positions Added ☐ Change Order
☐ A-30 ☐ 4/5 Vote

Prev. Agn. Ref.: 16-1 on 12-11-12 and 16-1 on 12-18-12 | **District:** Third/Third | **Agenda Number:** 3-44

BACKGROUND:
Summary (continued)

The Specific Plan proposes up to 400,000 square feet of commercial retail uses and up to 200,000 square feet of commercial office uses on 13.9 acres, medium density residential uses (up to 73 dwelling units with a minimum lot size of 5,000 sq.ft.) low density residential uses (up to 22 dwelling units with ½ acre minimum lot sizes) on 36.4 acres, 21.6 acres for mixed use (up to an additional 225 housing units within a Continuing Care Retirement Community), 61.1 acres for open space conservation, and 20.2 acres for master plan roadways. The General Plan Amendment proposes to change the site's foundation component from Rural to Community Development, and amend the land use designation from Rural Residential (R:RR) to Community Development Specific Plan: (CD:SP) with Community Development: Low Density Residential (CD:LDR), Community Development: Medium Density Residential (CD:MDR), Commercial Retail (CD:CR), Commercial Office (CD:CO), Mixed Use (CD:MU), Open Space Conservation (OS-C) and Very Low Density Residential (CD:VLDR) as reflected in the Specific Plan Land Use Plan. The Change of Zone proposes to change the existing zoning of the project site from Rural Residential (R-R) to Specific Plan (SP) zone and establish legal boundaries for each of the eight (8) Planning Areas. The Environmental Impact Report has analyzed the potential environmental impacts of the proposed project.

On December 18, 2012, at the close of the public hearing, the Board of Supervisors tentatively certified Envrionmental Impact Report No. 525, tentatively approved Specific Plan No. 380, tentatively approved General Plan Amendment No. 951 and tentatively approved Change of Zone No. 7723.

Impact on Citizens and Businesses
The Project has no direct impact on citizens or businesses, as that this is a private project that benefits the land owners and investors involved in the project.

SUPPLEMENTAL:

Additional Fiscal Information
N/A

Contract History and Price Reasonableness
N/A

ATTACHMENTS:

A. **Resolution 2013-197**

B. **Ordinance 348.4767**

C. **Zoning Map No. 2.2353**

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Carolyn Syms Luna
Director

DATE: October 17, 2013

TO: Clerk of the Board of Supervisors

FROM: Planning Department - Riverside Office

SUBJECT: County of Riverside – TLMA – Planning Department – Resolution No. 2013-197 Certifying EIR No. 525 and Adopting Specific Plan No. 380 and Ordinance No. 348.4767
(Charge your time to these case numbers)

The attached item(s) require the following action(s) by the Board of Supervisors:

- ☐ Place on Administrative Action (Receive & File; EOT)
  - ☐ Labels provided If Set For Hearing
    - ☐ 10 Day ☐ 20 Day ☐ 30 day
- ☐ Place on Consent Calendar
- ☒ Place on Policy Calendar (Resolutions; Ordinances; PNC)
- ☐ Place on Section Initiation Proceeding (GPIP)
- ☐ Set for Hearing (Legislative Action Required; CZ, GPA, SP, SPA)
- ☐ Publish in Newspaper:
  SELECT Advertisement
- ☐ **SELECT CEQA Determination**
  - ☐ 10 Day ☐ 20 Day ☐ 30 day
- ☐ Notify Property Owners (app/agencies/property owner labels provided)

Controversial: ☐ YES ☒ NO

Designate Newspaper used by Planning Department for Notice of Hearing:
SELECT Advertisement

Documents to be sent to County Clerk's Office for Posting within five days:

Please note:
The Notice of Determination and Mit Neg Dec Forms and
California Department of Fish & Wildlife Receipts are with the packet titled "RESOLUTION 2013-224 AMENDING THE RIVERSIDE COUNTY GENERAL PLAN - SECOND CYCLE OF GENERAL PLAN AMENDMENTS FOR 2013 (GPA Nos. 778 and 951)"

Do not send these documents to the County Clerk for posting until the Board has taken final action on the subject cases.

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P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77588 El Duna Court, Suite H
Palm Desert, California 92211
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Board of Supervisors **County of Riverside**

RESOLUTION NO. 2013-197
CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 525 AND ADOPTING SPECIFIC PLAN NO. 380 (KELLER CROSSING)

WHEREAS, pursuant to the provisions of Government Code Section 65450 et. seq., public hearings were held before the Riverside County Board of Supervisors in Riverside, California on December 11 and 18, 2012, and before the Riverside Planning Commission on April 18 and October 17, 2012, to consider Specific Plan No. 380 (Keller Crossing); and,

WHEREAS, all provisions of the California Environmental Quality Act (CEQA) and Riverside County CEQA implementing procedures have been satisfied, and Environmental Impact Report (EIR) No. 525, prepared in connection with Specific Plan No. 380 and related cases (referred to alternatively herein as "the project"), is sufficiently detailed so that all of the potentially significant effects of the project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with CEQA and associated procedures; and,

WHEREAS, as a result of public testimony during the public hearings the Board of Supervisors modified Planning Areas 5 and 6 by combining them into one Planning Area, now known as Planning Area 5 that allows mixed land uses; and,

WHEREAS, such modifications were analyzed in EIR No. 525 because the modifications remove medium density residential land uses from Planning Area 5 and allow mixed land uses which are consistent with the mixed land uses that were previously allowed in the former Planning Area 6; and,

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

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Board of Supervisors of the County of Riverside, in regular session assembled on November 5, 2013 that:

A. Specific Plan No. 380 (SP No. 380) is a master-planned residential community on a 201.1-acre site, which would allow for the construction and operation of up to 3 very low-density

FORM APPROVED COUNTY COUNSEL
BY: MICHELLE CLACK DATE 10/9/13

residential units, 25 low-density residential units, 42 medium-density residential units, a 39.5-acre mixed-use planning area, and up to 650,000 square feet (sf) of commercial uses, along with open spaces, roads, and other supporting infrastructure.

B. SP No. 380 is associated with General Plan Amendment No. 951 (GPA No. 951), which was considered concurrently at the public hearings before the Board of Supervisors and the Planning Commission. GPA No. 951 proposes to amend the Riverside County General Plan Land Use Element as it applies to the 201.1-acre project site by: a) changing the Riverside County General Plan Foundation Component designation applied to the site from "Rural Foundation" to "Community Development;" and b) changing the land use designation of the project site from Rural Residential to Commercial Retail, Mixed Use, Very Low Density Residential, Low Density Residential, Medium Density Residential, and Open Space Conservation, as reflected on the Specific Plan Land Use Diagram. Upon approval of GPA No. 951, and in accordance General Plan Policy LU 1.10, Specific Plan No. 380 would establish land uses and residential densities for the 201.1-acre site, and the land use designations depicted on the Southwest Area Plan Land Use Plan (SWAP) would be provided for "...informational and illustrative purposes only." The proposed GPA also would amend Table 3 of the SWAP ("Adopted Specific Plans in Southwest Area Plan") to include a description of Specific Plan No. 380 (Keller Crossing), and would amend Figure 4 of the SWAP (Policy Areas) to depict the proposed boundaries of SP No. 380.

C. SP No. 380 is associated with Change of Zone No. 7723 which was considered concurrently at the public hearing before the Board of Supervisors and Planning Commission. Change of Zone No. 7723 proposes to change the zoning classifications for the 201.1-acre project site from R-R (Rural Residential) to Specific Plan (SP). The SP zoning designation would revise the existing development standards by replacing them with those standards required to implement SP No. 380.

BE IT FURTHER RESOLVED by the Board of Supervisors that the following environmental impacts associated with the project are potentially significant unless otherwise indicated, but each of these

impacts will be avoided or substantially reduced to a level that is less-than-significant with the implementation of the proposed project design features; mandatory compliance with federal, state, and local regulations; and by the identified mitigation measures. Cumulative impacts were analyzed for the proposed project through a "summary of projections" approach, based on information contained in long-range planning documents for the project vicinity.

A. Aesthetics

1. Impacts:

The roadways adjacent to the project's site have not been designated as scenic highways. Accordingly, no significant impacts to scenic highway corridors would occur.

The site does not contain trees, rock outcroppings, or unique or landmark features that comprise scenic resources; therefore, the project would not result in a loss of scenic resources. With implementation of the proposed project, the majority of on-site hills would be preserved and views of the hills and mountains beyond the site would not be obscured. Therefore, project-specific impacts related to obstruction of a prominent scenic vista or view open to the public would be less than significant. The General Plan's EIR No. 441, however, identifies a cumulatively significant impact related to large-scale conversion of opens space to urban uses and obstruction of existing open views. The project is within an urbanizing corridor along SR 79, and the proposed project would contribute considerably to the cumulative loss of visual character identified in the General Plan EIR No. 441. Pursuant to CEQA, Riverside County was required to make certain findings and to adopt a Statement of Overriding Considerations for these unmitigable impacts in order to certify the General Plan EIR No. 441, which was certified by Resolution No. 2003-487. Therefore, although the proposed project is anticipated to contribute to cumulatively significant impacts loss of visual character, mitigation for such impacts is not currently available.

Adherence to the Countywide Design Standards and Guidelines and the design guidelines and development standards that are included in SP No. 380 related to architecture, landscape architecture, lighting, fencing and signage would ensure that the proposed development is attractive and not aesthetically offensive. Therefore, the project would not result in significant impacts associated with the creation of an aesthetically offensive site open to public view. Design guidelines included in SP No. 380 provide standards for outdoor lighting including, but not limited to, a requirement that all outdoor lighting be positioned to eliminate reflected or direct light and glare onto adjoining properties. With adherence to the design guidelines of the proposed project, impacts associated with light or glare which could adversely affect day or nighttime views in the area would be less than significant.

With incorporation of the SP No. 380 Design Guidelines relating to project lighting, as well as required compliance with the Countywide Design Guidelines provisions relating to residential lighting, project implementation would not expose residential property to unacceptable light levels, and impacts would be less than significant.

The SP No. 380 Design Guidelines also would ensure compliance with County Ordinance No. 655 (Regulating Light Pollution). Ordinance No. 655 established two zones based on the radial distance from the Mount Palomar Observatory, and establishes lighting restrictions for each zone. Therefore, with mandatory compliance with Riverside County Ordinance No. 655, impacts due to interference with the Mt. Palomar Observatory would be reduced to below a level of significance.

2. Mitigation:

No mitigation is required for direct project impacts, and no mitigation is available for cumulative impacts related to the loss of visual character.

B. Agricultural Resources

1. Impacts:

No designated Prime Farmland, Farmland of Statewide Importance, or Unique Farmland (Farmland) is located on site or within approximately 0.25 mile. The site also is not within an agricultural preserve and does not contain any Williamson Act contract lands. Accordingly, the project would not result in impacts to Farmland, agricultural preserves, or Williamson Act contract lands.

Conflicts with nearby existing agricultural uses would be precluded through mandatory compliance with Riverside County Ordinance No. 625. Accordingly, the project would result in less than significant impacts associated with conflicts with existing agricultural use.

Although the project site is surrounded by land zoned for primarily agricultural purposes, mandatory compliance with Riverside County Ordinance No. 625 would ensure that significant impacts associated with the development of non-agricultural uses within 300 feet of agriculturally zoned property are reduced to less than significant levels.

Implementation of the proposed project would result in the conversion of on-site agricultural operations, as well as approximately 147 acres designated as Farmland of Local Importance, to non-agricultural uses. The site is designated and zoned for Rural Residential use, and its loss would represent less than one percent of the total harvested acreage in Riverside County. Therefore, impacts related to conversion of Farmland of Local Importance would be less than significant.

2. Mitigation:

No mitigation is required beyond standard compliance with Riverside County Ordinance No. 625. With mandatory compliance with Ordinance No. 625, impacts would be less than significant.

C. Air Quality

1. Impacts:

The project site is not within one mile of any land uses that are considered to be point source emitters; therefore, impacts related to construction of a sensitive receptor within one mile of an existing substantial point source emitter would not occur.

Long-term operational emissions would not exceed localized emissions thresholds. Impacts related to local air quality would be less than significant as further described in Section 3.3 (Air Quality) of EIR No. 525.

Project traffic would not result in the potential for CO "hot spot" formation. As a result, potential effects to sensitive receptors from localized CO emissions would be less than significant as further described in Section 3.3 (Air Quality) of EIR No. 525.

Health risk for carcinogenic and non-carcinogenic air pollutants would be below established risk thresholds. Potential impacts would be less than significant as further described in Section 3.3 (Air Quality) of EIR No. 525.

Sensitive receptors located near the project site have the potential to be affected by odors generated during short-term construction activities such as machine operation, paving and painting. Odors would be reduced substantially, however, with mandatory compliance to South Coast Air Quality Management District (SCAQMD) regulatory requirements. Also, any odor impact generated during construction would be temporary, short-term, and intermittent in nature and cease upon completion of the Project's respective construction phases (grading, paving, and building construction). For these reasons, short-term construction-related odors are considered less than significant. The project proposes residential, commercial, and open space land uses. Odors associated with such uses are typically minimal, and would be further reduced through compliance with the

applicable regulations. As a result, impacts associated with odor would be less than significant.

Under the assumed worst-case conditions, emissions resulting from project construction would exceed regional criteria pollutant thresholds established by the SCAQMD for emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_x), particulate matter that is 10 microns or less (PM_{10}), and particulate matter that is 2.5 microns or less ($PM_{2.5}$).

Emissions of PM_{10} and $PM_{2.5}$ also exceed the localized thresholds during construction activities, at receptors located within approximately 341 and 246 feet from construction activities, respectively. These exceedances would result in a significant impact to sensitive receptors in the project vicinity for short-term construction activity. Although implementation of the mitigation measures identified in EIR No. 525 would reduce the Project's significant air pollutant emissions to the maximum feasible extent, construction emissions still would exceed localized significance thresholds. Therefore, although the proposed project is anticipated to result in locally significant air quality impacts, mitigation for such impacts is not currently available.

During the project operational phase, regional criteria pollutant thresholds for VOCs, CO, and NO_x would be exceeded with operation of Phase 1 of the project and the thresholds for VOCs, CO, NO_x and PM_{10} would be exceeded with operation of Phases 1 and 2 of the Project. These exceedances in thresholds would result in a significant impact to regional air quality. Although implementation of the mitigation measures identified in EIR No. 525 would reduce the Project's significant air pollutant emissions to the maximum feasible extent, construction and operational emissions still would exceed regional significance thresholds. Therefore, although the proposed project is anticipated to result in regionally significant air quality impacts, mitigation for such impacts is not currently available.

As the project would not be consistent with the current land use designation and zoning, emissions would exceed those anticipated in the Air Quality Management Plan (AQMP). The increase in emissions beyond those anticipated could result in an increase in the frequency or severity of air quality violations, or result in a delay in attainment. The project is deemed inconsistent with the AQMP. This inconsistency is conservatively assessed as a significant impact. There are no measures available to avoid inconsistency with the adopted AQMP. As a result, CEQA requires Riverside County to make certain findings and to adopt the Statement of Overriding Considerations set forth herein for these unmitigable impacts in order to certify the project's EIR No. 525.

2. Mitigation:

The proposed project has been modified to partially avoid or lessen significant impacts; however, impacts cannot be fully mitigated below a level of significance. The following mitigation measures are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Construction equipment staging areas will be located at least 200 feet away from sensitive receptors to reduce localized project impacts to sensitive receptors in the project vicinity.

b. The contractor will utilize existing power sources (e.g., power poles) or clean-fuel generators.

c. During construction activity, the contractor will utilize CARB Tier II-certified equipment or better for the following pieces of equipment: rubber-tired dozers, rubber-tired loaders, and scrapers.

d. The contractor will provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flow.

e. The contractor will provide dedicated turn lanes for movement of construction trucks and equipment on and off site.

f. The contractor will schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent feasible.

g. The contractor will route construction trucks away from congested streets and/or sensitive receptor areas.

h. The contractor will ensure that all vehicles and equipment are properly tuned and maintained according to manufacturers' specifications.

i. The contractor will appoint a construction relations officer to act as a community liaison concerning on-site construction activity, including resolution of issues related to PM_{10} generation.

j. The contractor will replace groundcover in disturbed areas as quickly as possible.

k. The applicant will use "Zero-VOCs" paints (no more than 150 grams per liter of VOC) and/or high-pressure low-volume applications consistent with SCAQMD Rule 113. Alternatively, the applicant will use materials that do not require painting or are pre-painted.

l. In order to reduce Project-related air pollutant and greenhouse gas (GHG) emissions, and promote sustainability through conservation of energy and other natural resources, building and site plan designs shall ensure that the project energy efficiencies surpass applicable 2008 California Title 24, Part 6 Energy Efficiency Standards by a minimum of 15 percent. Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the project's applicant, and reviewed and approved by

the County prior to the issuance of the first building permit. The following design features shall be utilized:

i. Increase in insulation such that heat transfer and thermal bridging is minimized by using R-21 insulation in 2- x 6-inch walls and R-15 insulation in 2- x 4-inch walls and installing radiant barriers at the underside of the roof sheathing with R-38 insulation if applicable;

ii. Incorporate dual-paned or other energy efficient windows by using low-e dual glazing with u-factor and solar heat gain coefficient of less than 0.34;

iii. Interior and exterior energy efficient lighting which exceeds the California Title 24 Energy Efficiency performance standards shall be installed, as deemed acceptable by the County of Riverside. Automatic devices to turn off lights when they are not needed shall be implemented; and

iv. Paint and surface color palette for the project shall emphasize light and off-white colors which will reflect heat away from the buildings.

m. In the event that the design features identified in item l above are determined inadequate to provide total increase in efficiency meeting or exceeding 15 percent, any combination of the following additional design features may be used to fulfill this mitigation measure such that the total increase in efficiency meets or exceeds 15 percent:

i. Buildings shall exceed California Title 24 Energy Efficiency performance standards for water heating and space heating

and cooling, as deemed acceptable by the County of Riverside;

ii. Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption;

iii. Incorporate energy efficient space heating and cooling equipment; and

iv. All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design.

D. Biological Resources

1. Impacts:

No Narrow Endemic Plant Species Survey Area or Criteria Area Plant Species Survey Area plant species were observed on site, and the potential for such species to occur in the off-site improvement areas is considered low. As these species are not known to occur on site, significant impacts are not anticipated.

One sensitive plant species, paniculate tarplant, was observed on site. Given the low sensitivity of this species, impacts would be less than significant.

The project site is within criteria cells of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), which would result in conservation of between 49.8 and 66.2 acres along the northern portion of the site. The project would meet these overall conservation goals by conserving 61.1 acres. The off-site improvements have very low existing biological values, and would not adversely impact the conservation goals for the applicable criteria cells. The project would avoid Riparian/Riverine resources to the maximum extent practicable, and would provide compensation in accordance with MSHCP requirements for impacts that are not feasible to avoid. The project also would comply with applicable guidelines

regarding the urban/wild lands interface. Accordingly, a significant impact due to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state conservation plan would not occur with project implementation. Project compliance with the MSHCP requires dedication of the conservation area prior to any implementing project approval.

The proposed project would impact approximately 132.1 acres on site, including 2.3 acres of Riversidean sage scrub (including disturbed), 7.3 acres of non-native grassland, and 122.4 acres of agriculture. It also would preserve 61.1 acres in the northern portion of the project site consistent with the Habitat Acquisition and Negotiation Strategy (HANS) Criteria Determination letter from the County Environmental Programs Department dated February 25, 2010. Because of the on-site preservation of 61.1 acres of habitat and required payment of applicable fees in accordance with the MSHCP, impacts to upland vegetation communities would be less than significant.

Project impacts also would include 0.11 acre of southern willow scrub on site and 0.02 acre of herbaceous wetland off site. Impacts to these vegetation communities are considered significant.

The project would result in impacts to 0.11 acre of southern willow scrub and 0.13 acre of unvegetated streambed on site that are under the jurisdiction of the U.S. Army Corps of Engineers (Corps) and California Department of Fish and Wildlife (CDFW). Based on preliminary assessments of off-site improvement areas, Corps and CDFW jurisdictional areas exist at the Scott Road/Leon Road intersection and the two potential drainage improvement options south of the Project. Impacts to jurisdictional areas would be significant.

Burrowing owl was not detected during on-site surveys, and its potential to occur both on- and off-site is considered low. Nonetheless, because burrowing owl habitat

occurs on site, there is a potential for burrowing owls to occupy the project site. If burrowing owls are present on site, impacts to this species may be significant. If the species is present prior to initiation of land disturbance activities, avoidance of such activities during the nesting/breeding season would be required in order to avoid conflict with the Migratory Bird Treaty Act (MBTA) and California Fish & Game Code.

There is a potential for avian species covered under the MBTA to nest on the project site. If clearing and grubbing activities were to occur during the bird breeding season (February 1 to August 31), impacts to such species could be potentially significant. If applicable species are present prior to initiation of land disturbance activities, avoidance of such activities during the nesting/breeding season would be required in order to avoid conflict with the Migratory Bird Treaty Act (MBTA) and California Fish & Game Code.

2. Mitigation:

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and made enforceable through inclusion in and implementation of the Mitigation, Monitoring, and Reporting Program.

a. Documentation must be provided to the Environmental Programs Division (EPD) of the Planning Department that the conveyance of the required MSHCP Conservation Land has been completed prior to any project approval.

As determined through HANS01995, a total of 61.1 acres as shown on the HANS01995 final exhibit dated 11/09/2009 and referred to as Planning Area 8 in SP00380, shall be dedicated in fee title to the Regional Conservation Authority (RCA) prior to any implementing project approval under the approved Specific Plan. Title to this

dedication shall be clear of all liens, encumbrances, easements, leases (recorded and unrecorded), and taxes except those which the RCA may deem are acceptable (easements allowing for the maintenance of fuel modification or detention basins shall not be accepted).

b. Prior to issuance of grading permits, impacts to on-site Riparian/Riverine resources will be mitigated at a 1:1 ratio for streambed (0.13 acre) and a 3:1 ratio (0.33 acre) for southern willow scrub through acquisition of 0.46 acre of credits from the Elsinore-Murrieta-Anza Resource Conservation District Riparian Mitigation Program and/or credits from the Barry Jones Wetland Mitigation Bank. Impacts to Riparian/Riverine resources in the off-site improvement areas also will be mitigated at the same ratios, totaling 0.13 acre of credits.

c. Pre-construction presence/absence surveys for burrowing owl will be conducted on and off site by a qualified biologist within 30 days prior to project disturbance activities, with the results summarized in a report submitted to the County Planning Department, Environmental Programs Division. Owls located as a result of survey efforts will be relocated. A relocation plan shall be submitted to the Environmental Programs Division of the Planning Department for review and approval.

d. Clearing and grubbing will occur outside of the bird breeding season (February 1 to August 31), unless a qualified biologist demonstrates to the satisfaction of the County that all nesting is complete through completion of a Nesting Bird Clearance Survey. A Nesting Bird Clearance Survey report will be submitted to the Environmental

Programs Division for review and approval prior to initiating clearing and grubbing during the breeding season.

E. Cultural Resources

1. Impacts:

Responses received through Senate Bill 18 consultation did not identify any existing religious or sacred uses within the potential impact area; therefore, no impact to religious or sacred uses is anticipated.

One historic site (P-33-11258) was identified on the project site in 2001 and found again during 2009 field surveys. P-33-11258 is not determined to be a significant cultural resource per CEQA and is not eligible for listing in the California Register of Historic Resources (CRHR), National Register of Historic Places (NRHP), or a local listing. Therefore, implementation of the project would not alter or destroy a historic site or cause an adverse change in the significance of a historic resource. As such, impacts to historic resources are not anticipated.

No prehistoric resources were identified on site or in the off-site improvement areas during project surveys. Although no archaeological surface artifacts were identified during surveys, buried resources may be present beneath the surface of the site or off-site improvement areas, resulting in a potentially significant impact if resources are discovered during project grading or other ground disturbing activities.

The project site and the off-site impact area do not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity; however, the potential exists that human remains may be uncovered during grading and excavation activities. Although unlikely, if human remains are unearthed during grading activities, a significant impact would occur.

Pleistocene alluvial deposits on site and Quaternary alluvial deposits in the off-site improvement areas are considered to have high potential to contain significant

buried paleontological resources. If unknown buried paleontological resources are impacted during excavation activities, impacts would be considered significant.

2. Mitigation:

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and made enforceable through inclusion in and implementation of the Mitigation, Monitoring, and Reporting Program.

a. Prior to the issuance of grading permits, the project applicant shall enter into an agreement with a qualified archaeologist on the County's approved list of cultural resources consultants. This agreement shall include, but not be limited to, the preliminary mitigation and monitoring procedures to be implemented during the process of grading. A copy of said agreement shall be submitted to the Planning Department. No grading permits will be issued unless the preliminary mitigation and monitoring procedures required prior to grading permits are substantially complied with. Additionally, the developer/permittee shall submit a copy to the County Archaeologist of a fully executed agreement with the Pechanga Band of Luiseño Mission Indians and/or Soboba Band of Luiseño Indians (to be determined in consultation with the tribes prior to the issuance of grading permits) for tribal monitoring. Tribal monitoring shall be for the purpose of facilitating tribal consultation in the event that Native American resources are uncovered during construction-related grading and trenching activities. Tribal monitoring shall be allowed whenever archaeological monitoring occurs.

b. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted within the period specified by law. Subsequently, the NAHC shall identify the "Most Likely Descendent."

The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the Project area shall also be subject to consultation between appropriate representatives from that group and the County Planning Director.

c. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this measure, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

i. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is

convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethic/cultural group representative), and the Planning Director to discuss the significance of the find.

ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the appropriate Native American tribe(s) (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resource.

iii. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

d. The applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

e. The project paleontologist retained shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit. Information to be contained in the

PRIMP, at a minimum and in addition to other industry standard and Society of Vertebrate Paleontology standards, are as follows:

i. Description of the proposed site and planned grading operations.

ii. Description of the level of monitoring required for all earth-moving activities in the project area.

iii. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

iv. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.

v. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.

vi. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

vii. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

viii. Procedures and protocol for collecting and processing of samples and specimens.

ix. Fossil identification and curation procedures to be employed.

x. Identification of the permanent repository to receive any recovered fossil material. The County of Riverside must be consulted on the repository/museum to receive the fossil material and a written agreement between the property

owner/developer and the repository must be in place prior to site grading.

xi. All pertinent exhibits, maps and references.

xii. Procedures for reporting of findings.

xiii. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g., Professional Geologist), as appropriate. Two wet-signed original copies of the report(s) shall be submitted to the office of the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, the Plan Check staff, the Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

f. Prior to grading final inspection, the applicant shall submit to the County Geologist one wet-signed copy of the Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall contain a report of findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved

museum repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.

F. Geology and Soils

1. Impacts:

No known active or potentially active faults (or designated fault hazard zones) are located within or adjacent to the project site. The closest active fault is the Temecula segment of the Elsinore Fault Zone, which is located approximately 10 miles to the southwest. Therefore, because the project site does not contain any known faults, the proposed project would not be subject to risks associated with location in a fault hazard zone or rupture of a known fault, and a significant impact would not occur.

Groundwater at the project site is in excess of 50 feet, and sediments underlying the site consist of very dense metasedimentary bedrock, with relatively high shear wave velocities. Such materials are generally not prone to liquefaction. Thus, the project site is not considered to have a liquefaction hazard. Impacts related to potential seismic-related ground failure, including liquefaction, would be less than significant.

No volcanic hazards are present in the area and the site is not located in an area that would be subject to mudflows. While the Skinner Reservoir and the Diamond Valley Lake may be subject to a seiche, the project site is located over 2.5 miles from both of these reservoirs. Given the distance of the project site from these reservoirs and the low likelihood of a seiche occurring, impacts would be less than significant.

No groundwater (or other fluid) withdrawal would occur as part of the proposed Project. In addition, the on-site bedrock is dense and at shallow depth. As a result, impacts related to subsidence would be less than significant.

The estimated peak horizontal ground acceleration at the project site was calculated 0.33g (where g equals the acceleration due to gravity). The Preliminary Geotechnical Investigation recommends that applicable seismic design criteria related to ground shaking be incorporated into the project design. Impacts associated with strong seismic ground shaking are considered potentially significant.

Landslides and related slope movements such as soil creep and rockfalls (collectively referred to as mass wasting) can be associated with factors including seismic activity, gravity, precipitation, and fires (i.e., from the loss of stabilizing vegetation). The Preliminary Geotechnical Investigation did not identify any evidence of current or previous mass wasting on the project site. Nonetheless, potential impacts associated with landslides and slope instability are conservatively assessed as potentially significant.

On-site colluvium and topsoil deposits are considered subject to potential settlement hazards including compression and hydro-consolidation, which could affect the integrity of overlying facilities including structures, pavement, and utilities. The potential use of oversize materials in engineered fill also can result in differential settlement. Impacts related to settlement would potentially be significant.

Soil testing conducted as part of the Preliminary Geotechnical Investigation identified on-site soils with expansion potentials ranging from "very low to medium." Expansive (or shrink-swell) behavior can adversely affect the integrity of facilities such as pavement or structure foundations. Impacts related to presence of expansive soils would potentially be significant.

On-site soils were generally evaluated to exhibit slightly alkaline (pH of 7.22 to 7.39) conditions, and are considered "[s]everely corrosive to buried ferrous metals in a saturated state." Accordingly, related corrosion impacts are considered potentially significant.

While shallow groundwater is generally not expected to be encountered during project implementation, seasonal or perched groundwater may occur locally during the rainy season. The saturation of surficial deposits from groundwater seepage or improper drainage could result in adverse impacts to associated project facilities, such as pavement, foundations, and utilities. Impacts related to groundwater seepage/saturation are considered potentially significant.

Caving or sloughing could occur in subsurface excavations and trenching, based on the nature of on-site earth materials. The occurrence of such excavation instability could result in safety and/or damage impacts to construction workers and equipment. Impacts related to excavation instability are considered potentially significant.

2. Mitigation:

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and made enforceable through inclusion in and implementation of the Mitigation, Monitoring, and Reporting Program.

a. Prior to the approval of any implementing project within the Specific Plan, a geologic/geotechnical investigation report shall be prepared for all applicable on- and off-site locations/conditions. The investigation shall address geologic hazards, including, but not necessarily limited to, slope stability, rock fall hazards, landslide hazards, surface fault rupture, fissures, liquefaction potential, collapsible and/or expansive soils, subsidence, wind and water

erosion, debris flows, seiche, and ground shaking potential. The geologic/geotechnical investigation report shall be reviewed and approved by the County Engineering Geologist prior to scheduling this case for a public hearing.

G. Greenhouse Gas Emissions

1. Impacts:

Greenhouse gas (GHG) emissions associated with the proposed project (including project operation as well as construction emissions amortized over a period of 30 years) would total 31,521.32 metric tons of carbon dioxide equivalent emissions (MT CO_2E) per year under "business as usual" (BAU) conditions. In this context, BAU means development in accordance with business practices prior to Assembly Bill (AB) 32 and in the absence of any policies or actions that would reduce emissions. Existing federal and state mandates would reduce GHG emissions compared to the BAU condition. With implementation of these measures (as listed in Table 3.74-4 of EIR No. 525), GHG emissions would be reduced by 12,536.27MT CO_2E per year. The reduction would therefore be 39.77 percent from BAU conditions. The project also would implement several project design features (as listed in Table 3.7-5 of EIR No. 525) that would reduce GHG emissions. These measures would reduce GHG emissions by 3,842 MT CO_2E per year, or 12.19 percent, from BAU conditions. Thus, the total reduction would be 51.96 percent from BAU conditions. The specified goals of AB 32 require an approximately 30 percent reduction in GHG emissions from all sources by 2020 from a 1990 baseline assuming BAU conditions. Accordingly, impacts would be reduced to a level consistent with the requirements of AB 32, would not be in conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and thus would be less than significant. The project also would be consistent with, or otherwise not in conflict with, the California Air

Resources Board Scoping Plan and the GHG emission reduction strategies set forth by the California Climate Action Team (2006).

The proposed project would total 15,142.51 MT CO_2E per year after the implementation of state mandates and project design features while full build out under the current General Plan land use designation of rural residential would total 615.73 MT CO_2E per year. Thus, the difference in GHG emissions between build out of the proposed project and build out under the current General Plan would be 14,526.78 MT CO_2E per year. This increase represents less than a fraction of a percent of total statewide emissions, is de minimis in the context of future development in the County, would not violate any existing plan, policy, or regulation. Thus, impacts related to GHG emissions would be less than significant.

H. Hazards and Hazardous Materials

1. Impacts:

The nearest school site is located approximately 1.7 miles south of the project site. As such, implementation of the proposed project would not result in the emissions of hazardous waste or handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Significant impacts would not occur.

The proposed project is not located on a site which is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. As such, implementation of the proposed project would not create a significant hazard to the public or environment, and a significant impact would not occur.

The project site is located approximately 3.5 miles north of the French Valley Airport and is not located within French Valley's Airport Influence Area. There are no actions associated with the proposed project that would require review by the Airport Land Use Commission. The proposed project would not result in any

inconsistency with an airport master plan and is not located within the land use plan for any public or private airport. No impacts associated with airports would occur.

The project site is not located within any area identified as having wildfire susceptibility. While the proposed project includes an open space conservation area in the northern portion of the site, the northerly edge of development abutting the conservation area would consist of a transitional buffer zone that serves as an urban/wild lands interface and fuel modification zone. With the presence of a fuel modification zone at the boundary of development, and given the fact that the project site is not located within an area identified for wildfire risks, impacts associated with wild land fires would be less than significant.

While the proposed uses are typically not uses that would require large-scale handling of hazardous materials, some hazardous materials are likely to be present in commercial uses (cleaners, solvents, paints, etc.). Medically related uses would be allowed in all of the project planning areas except open space and residential. This could include dentist offices in commercial, doctor offices in the commercial office, and/or independent and assisted living facilities in the mixed-use area. These uses would generate, store, dispose of, and transport quantities of regulated medical waste, as well as other chemicals. The construction of the proposed project would also require the presence of hazardous materials on site, in the form of fuel for construction equipment. There are numerous laws and regulations that govern the use and storage of hazardous materials in order to minimize risks to human health. The proposed project would be required to comply with these federal, state, and local laws and regulations. With compliance with applicable regulations, potential exposure of people to hazardous materials associated with the proposed project would represent a less than significant impact. In addition, compliance with applicable regulations would ensure that reasonably foreseeable

upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

No structures are present that might contain or house hazardous materials; significant surficial evidence of hazardous materials/waste and/or petroleum contamination is not present; Southern California Edison has indicated that the above-ground power lines do not represent a significant hazard; and no adverse uses occur on surrounding properties. Due to the historical use of the project site for agricultural purposes, however, there is a potential for historically restricted agricultural chemicals (i.e., pesticides and/or herbicides) to have been applied on site. Construction activities associated with the proposed project have the potential to encounter hazardous materials remaining from agricultural activities. Such impacts would be significant.

Construction of the Project, including new roadways and improvements within existing roadways, may result in temporary traffic obstructions. In particular, State Route (SR) 79, which abuts the eastern edge of the proposed Project, provides major regional access. Potentially significant impacts would result if these obstructions prevented or limited the implementation of the Emergency Operations Plan or other emergency responses in the area.

2. Mitigation:

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and made enforceable through inclusion in and implementation of the Mitigation, Monitoring, and Reporting Program.

a. Prior to the issuance of a grading permit, an agricultural chemical residue survey will be performed by a registered environmental assessor. The survey will identify specific constituents and recommend specific measures to minimize potential affects. The

survey and any necessary remedial actions will be conducted under the oversight of and approved by the County of Riverside Department of Environmental Health, Environmental Cleanup Programs.

b. All trash, debris, and waste materials will be disposed of off-site, in accordance with current local, state, and federal disposal regulations. Any buried trash/debris or discolored soils encountered will be evaluated by an experienced environmental consultant prior to removal. Recommendations made by the environmental consultant will be followed during removal of such materials, to the satisfaction of the County Department of Environmental Health.

c. Prior to issuance of a grading permit, a detailed traffic control plan will be prepared to coordinate lane closures, access, and construction work hours in order to minimize potential impacts associated with emergency response. The traffic control plan must be approved by the County Transportation Department prior to implementation.

I. Hydrology and Water Quality

1. Impacts:

The project site is not located within a 100-year flood hazard area; thus, it would not result in the placement of housing or other structures in a 100-year flood hazard area. No impacts would occur.

The project is not located adjacent to a major drainage or other water body, so it would not result in meaningful changes in the amount of surface water in a water body. Potential impacts would be less than significant.

The project site is located within the Temecula Valley Groundwater Basin, which covers an area of approximately 87,800 acres. The proposed project would not

result in the direct withdrawal of groundwater or the interception of the underlying aquifer. Implementation of the proposed Project would result in the loss of permeable surfaces on the project site, but this loss would be somewhat offset by percolation through the site's proposed detention basins. The loss of approximately 125 acres of permeable surface would not significantly affect the recharge of the Temecula Valley Groundwater Basin, given that the basin covers an area of approximately 87,800 acres. Thus, impacts to groundwater supplies or groundwater recharge would be less than significant.

Surface flows within the project site move generally south as both point and non-point drainage. Runoff from the site and applicable upstream areas is conveyed under SR 79 via several existing culverts. Project implementation would involve grading, excavation, and construction activities to accommodate the proposed development, with some associated alteration of on- and off-site drainage patterns. The drainage modifications would be predominantly temporary (construction-related) and/or minor in nature, with overall existing drainage patterns and directions to remain essentially unchanged. Project implementation would not substantially alter on- or off-site drainage patterns/directions, alter the course of a stream or river, or result in related (and substantial) erosion or sedimentation. Impacts related to drainage alteration would, therefore, be less than significant.

Implementation of the proposed project would result in the construction of impervious surfaces including pavement and structures, with such areas increasing both the rate and amount of runoff within the site by reducing infiltration capacity and concentrating flows. Depending on the final project implementation schedule, on-site storm drain facilities may include a series of subsurface pipelines ranging in size from 24 to 72 inches, associated facilities such as inlet/out and catch basin structures, a number of surface swales, four detention basins located along the eastern and southern site boundaries, and potentially a series of infiltration trenches

located along the eastern site boundary. All project drainage facilities would be designed to accommodate a 100-year storm event, and would be upsized to provide additional capacity to accommodate anticipated debris loads. The four proposed detention basins (and to a lesser degree, the infiltration trenches) would detain runoff such that the downstream discharge rate would not be increased. No significant impacts related to the capacity of on- or off-site storm drain facilities or the generation of additional sources of polluted runoff would occur from project implementation.

Project activities would involve the temporary removal of surface stabilizing features such as vegetation, excavation of existing compacted materials from cut areas, redeposition of excavated material as fill in proposed development sites, potential sediment generation from paving activities, and potential erosion from disposal of extracted groundwater. These activities could potentially result in wind- and water-related erosion and off-site sediment transport, especially between project implementation and the installation of pavement or establishment of permanent cover in landscaped areas. Impacts would be potentially significant.

Project construction would involve the use and/or storage of hazardous materials such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. The accidental discharge of such materials during project construction could potentially result in water quality impacts if such materials reach downstream receiving waters. Impacts also would result if extraction of contaminated local groundwater is required. Impacts would be potentially significant.

Operation and maintenance of the project could result in the generation of contaminants such as sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides. These contaminants could be transported through runoff to downstream waters. Impacts would be potentially significant.

2. Mitigation:

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and made enforceable through inclusion in and implementation of the Mitigation, Monitoring, and Reporting Program.

a. Prior to project implementation, a Project-specific SWPPP shall be prepared and implemented, in conformance with all applicable requirements of the NPDES Construction General Permit (Order No. 2009-0009-DWQ) and related County standards regarding the issues of erosion/sedimentation and construction-related hazardous materials. While final BMPs would be determined as part of the noted NPDES/SWPPP process based on site-specific parameters, they would likely encompass standard measures from sources including the Construction General Permit and related County standards, as outlined below.

Erosion/Sedimentation

i. Prepare and implement a Construction Site Monitoring Program (CSMP) to ensure appropriate monitoring, testing, Best Management Practices (BMP) effectiveness, and conformance with applicable discharge requirements.

ii. Prepare and implement a Riverside Extended Mountain Area Plan (REAP), if applicable (i.e., depending on risk level), to ensure that active construction areas/activities have adequate erosion and sediment controls in place within 48 hours of the onset of any likely precipitation event (i.e., 50 percent or greater probability of producing precipitation, per National Oceanic and Atmospheric Administration projections).

iii. Properly manage storm water and non-storm water flows to minimize runoff.

iv. Use erosion control/stabilizing measures such as geotextiles, mulching, mats, plastic sheets/tarps (discouraged if possible), fiber rolls, soil binders, compost blankets, soil roughening, and/or temporary hydroseeding (or other plantings) in appropriate locations, including graded areas. The Phase 2 portion of the project site may require more extensive and/or enhanced erosion control measures, due to potential for a more extended time period between initial grading and ultimate development in this area.

v. Use sediment controls in applicable construction areas and downstream of paving activities to prevent off-site sediment transport. Specific measures may include temporary inlet filters, silt fences, fiber rolls, silt dikes, biofilter bags, gravel bags, compost bags/berms, temporary sediment basins, check dams, street sweeping/vacuuming, ATS (if applicable based on risk assessment), energy dissipaters, stabilized construction access points/sediment stockpiles, and properly fitted covers for sediment transport vehicles. The Phase 2 portion of the project site may require more extensive and/or enhanced sediment control measures, due to potential for a more extended time period between initial grading and ultimate development in this area.

vi. Store BMP materials in applicable on-site areas to provide "standby" capacity adequate to provide complete protection of exposed areas and prevent off-site sediment transport.

vii. Provide full erosion control for disturbed areas not scheduled for addition disturbance for 14 or more consecutive calendar days (or other appropriate period identified in local storm water standards).

viii. Provide appropriate training for personnel responsible for BMP installation and maintenance.

ix. Use solid waste management efforts such as proper containment and disposal of construction debris.

x. Comply with local dust control requirements, potentially including measures such as regular watering, use of chemical palliatives, limiting construction vehicle/equipment speeds, and restricting/precluding construction operations during periods of high wind speeds.

xi. Install permanent landscaping, with emphasis on native and/or drought-tolerant varieties, as soon as feasible during or after construction.

xii. Implement appropriate monitoring and maintenance efforts (e.g., prior to and after storm events) to ensure proper BMP function and efficiency.

xiii. Implement sampling/analysis, monitoring/reporting and post-construction management programs per NPDES and/or County requirements.

xiv. Implement additional BMPs as necessary to ensure adequate erosion and sediment control (e.g., advanced treatment, effluent testing, and/or more detailed monitoring/reporting).

Construction-related Hazardous Materials

i. Minimize the amount of hazardous materials on site, and restrict storage/use locations to areas at least 50 feet from storm drains and surface waters.

ii. Use raised (e.g., on pallets), covered, and/or enclosed storage facilities for all hazardous materials, and maintain accurate and up-to-date written inventories and labels.

iii. Use berms, ditches, and/or impervious liners (or other applicable methods) in hazardous material storage and vehicle/equipment maintenance and fueling areas, to provide a containment volume of 1.5 times the volume of stored/used materials and prevent discharge in the event of a spill.

iv. Place warning signs in areas of hazardous material use or storage, and along drainages and storm drains (or other appropriate locations), to avoid inadvertent disposal.

v. Properly maintain all construction equipment and vehicles.

vi. Restrict paving operations during wet weather and use appropriate sediment control devices downstream of paving activities.

vii. Properly contain and dispose of wastes and/or slurry from sources including concrete, dry wall, and paint, by using methods such as properly designed and contained washout areas/facilities.

viii. Provide training for applicable employees in the proper use, handling, and disposal of hazardous materials, as well as appropriate action to take in the event of a spill.

ix. Store absorbent and clean-up materials in readily accessible on-site locations.

x. Properly locate, maintain, and contain portable wastewater facilities.

xi. Use recycled or less hazardous materials wherever feasible.

xii. Post regulatory agency telephone numbers and a summary guide of clean-up procedures in a conspicuous on-site location.

xiii. Regularly (at least weekly) monitor and maintain hazardous material use/storage facilities and operations to ensure proper working order.

b. The extraction and disposal of groundwater associated with project construction activities (if needed) shall conform to all applicable requirements of the NPDES Groundwater Permit (R9-2008-0002). While final BMPs would be determined as part of the NPDES Permit process based on site-specific parameters, they would likely include standard measures from the Groundwater Permit, with typical requirements outlined below.

i. Use erosion and sediment controls similar to those described above in Mitigation Measure WQ-1 for applicable areas/conditions (e.g., disposal of extracted groundwater on slopes or graded areas).

ii. Test extracted groundwater for appropriate contaminants prior to discharge.

iii. Treat extracted groundwater prior to discharge, if required, to provide conformance with applicable discharge criteria (e.g., through methods such as filtration, aeration,

adsorption, disinfection, and/or conveyance to a municipal wastewater treatment plant).

c. Prior to project implementation, a final Project-specific WQMP shall be approved by the County of Riverside. The Final WQMP shall provide measures to ensure that long-term project operation and maintenance conform with applicable requirements of the NPDES Municipal Permit (Order No. R9-2010-0016) and related County standards, including but not limited to the County WQMP (County of Riverside 2006a), BMP Design Handbook (County of Riverside 2006b), DAMP (District et al. 2007), Ordinance No. 754.2, and/or other standards prepared/updated to ensure conformance with Order No. R9-2010-0016. The Preliminary project WQMP (PEC 2010b in Appendix I) identifies a number of Low Impact Development (LID), source control, and treatment control BMPs to provide conformance with the noted requirements as outlined below, with a BMP site map included as Appendix B of the project WQMP. The BMPs identified in the Final WQMP shall take precedence over the following preliminary measures.

LID BMPs – LID is a site design strategy with a goal of maintaining or replicating the pre-development hydrologic regime through the use of design techniques. LID site design BMPs help preserve and restore the natural hydrologic cycle of the site, allowing for filtration and infiltration which can greatly reduce the volume, peak flow rate, velocity, and pollutant loads of storm water runoff. Current runoff management, knowledge, practices and technology have resulted in the use of LID BMPs as an acceptable means of meeting the storm water maximum extent practicable (MEP) standard.

i. Minimize urban runoff through measures such as providing landscape buffers along applicable roadways, preserving native vegetation, using native and/or drought-tolerant varieties in landscaped areas, using natural drainages as part of the on-site storm water system wherever feasible, and using extended detention basins and infiltration trenches to regulate flows and/or increase on-site infiltration potential.

ii. Minimize impervious surfaces through measures such as designing streets and sidewalks with the minimum required widths, and minimizing impervious surfaces (e.g., decorative concrete) in landscaped areas.

iii. Preserve existing vegetation wherever feasible, including approximately 61 acres of native/naturalized vegetation in the northern portion of the site to be dedicated as permanent open space.

iv. Maximize the use of native and/or drought-tolerant varieties in site landscaping (pursuant to applicable County requirements) and preserve applicable areas of vegetation and drainage courses as part of the MSHCP open space designation.

v. Direct site drainage from paved areas and rooftops into landscaped areas or vegetation buffers to the MEP.

vi. Use unlined drainage swales for runoff within/from the open space lots and applicable portions of the residential planning area.

The described site design BMPs would help reduce long-term contaminant generation by retaining permeable areas and limiting

increases in site runoff rates/amounts, increasing filtering and infiltration potential, and minimizing irrigation and chemical applications (i.e., pesticides, herbicides and fertilizers).

Source Control BMPs - Source control BMPs are intended to avoid or minimize the introduction of contaminants into storm drains and natural drainages by reducing on-site contaminant generation and off-site contaminant transport to the MEP.

i. Provide storm water/water quality educational materials and/or training to Project-related property owners, operators, tenants, occupants, and employees (with staff training to be conducted pursuant to requirements of the County of Riverside Flood Control and Water Conservation District).

ii. Prohibit specific activities including: (1) hosing down paved surfaces that are connected to streets/storm drains; (2) dumping/discharging wastes into storm drains or streets; (3) blowing/sweeping debris (e.g., leaf litter or vegetation clippings) into catch basins, storm drains, or streets; (4) discharging fertilizers or pesticides into storm drains or streets; (5) washing, maintaining, or repairing vehicles; and (6) other non-storm water discharges to the storm drain system from sources such as such as floor drains, appliances, wash water, industrial processes, irrigation runoff, trash storage areas, sinks, toilets, and building and pavement maintenance/repair efforts (e.g., washing and painting).

iii. Develop procedures to prevent, control, and clean up, document and report spills to the storm drain system from

sources such as truck loading/unloading sites, storage tanks, and outdoor maintenance /processing areas.

iv. Use appropriate measures for disposal or recycling of landscape/gardening green waste (e.g., in solid waste dumpsters or compost bins) to keep organic materials away from storm drains and runoff.

v. Maximize the use of native and/or drought-tolerant landscaping varieties to avoid/reduce requirements for chemical fertilizer/pesticide use, use mulch in planter areas, tailor landscape plant varieties to match local conditions (e.g., for sunlight requirements, etc.), follow manufacturer's recommendations/regulatory requirements for chemical use, provide landscape "barriers" along property boundaries and internal water courses to filter pollutants, and properly maintain landscaped areas (e.g., replacement of dead vegetation).

vi. Minimize on-site storage of hazardous materials such as chemical fertilizers and pesticides, and provide appropriate storage/containment facilities.

vii. Implement quarterly dry sweeping/vacuuming of streets and parking areas (including prior to commencement of the rainy season) to minimize the accumulation of contaminants and avoid/reduce cleaning with water.

viii. Employ landscaping/maintenance staff to conduct regular inspection/upkeep of common area landscaping and drainage facilities, litter/trash removal, and documentation/reporting.

ix. Use efficient irrigation systems to reduce/control associated flows and runoff, including measures such as automated and tailored watering schedules (i.e., to avoid over-watering), and moisture/pressure sensors and shutoff valves to reduce or terminate irrigation under appropriate conditions (e.g., during/after precipitation events or in the event of broken pipes or sprinkler heads).

x. Install "no dumping" stencils, tiles, and/or signs (per current County guidelines) at all proposed on-site storm drain inlets and catch basins to discourage illicit contaminant discharge.

xi. Protect slopes and channels through measures such as appropriately conveying runoff from the tops of slopes (e.g., through brow ditches and slope drains); avoiding disturbance of steep or unstable slopes; directing runoff into landscaped areas and/or other treatment facilities prior to discharging into natural drainage systems; and stabilizing disturbed slopes and channel crossings as soon as feasible.

The described source control BMPs would help improve long-term water quality within and downstream of the site by avoiding or minimizing runoff, contaminant generation and exposure of potential contaminants to storm flows at the source. Additional description of identified source control BMPs is provided in Section V.2 and Appendix D of the Preliminary WQMP (PEC 2010b in Appendix I).

Treatment Control BMPs - Treatment control (or structural) BMPs are designed to remove pollutants from runoff to the MEP through means such as filtering, treatment, or infiltration. Proposed treatment

control BMPs identified in the Preliminary WQMP including the use of extended detention/water quality basins, catch basin filter inserts and infiltration trenches, as outlined below.

i. Four extended detention basins will be installed along the eastern and southern site boundaries, and will treat runoff generated within the majority of the developed portion of the site. These basins exhibit a medium to high level of removal efficiency for contaminants including sediment, trash and debris, heavy metals, bacteria, oil and grease, and organic materials; and a low removal efficiency for nutrients. The basins will be designed to detain storm water runoff for a minimum amount of time to allow adequate settling out of particulates and associated contaminants, but will completely drain within 48 hours to prevent odor generation and/or vector-related issues such as the creation of mosquito breeding habitat.

ii. A catch basin filter insert will be installed in the drainage system along Pourroy Road, to treat associated runoff from the westernmost portion of the site. The Preliminary WQMP identifies a Clearwater BMP Inlet Filter, with such devices typically encompassing a multi-staged treatment train with features including: (1) multiple screening and gravity settling to remove trash/debris and sediment; (2) an oil and grease separator; (3) a synthetic mesh filter; and (4) a column of porous media comprised of natural zeolites, perlite, and activated carbon. Clearwater filters exhibit a medium level of removal efficiency for contaminants

including sediment, trash/debris, heavy metals, bacteria, oil and grease, nutrients, and organic compounds; and low removal efficiency for pesticides.

iii. A series of infiltration trenches are proposed to be included in the design of landscaped areas and parking lots along the eastern site boundary to provide additional pollutant removal for runoff from applicable paved areas. These facilities generally consist of excavated trenches that are backfilled with a gravel and sand bed designed to retain the target water volume for 48 hours, during which time it slowly infiltrates into the underlying soil. Infiltration trenches exhibit a medium level of removal efficiency for sediment, trash/debris, heavy metals, bacteria, oil and grease, nutrients, and oxygen demanding substances.

BMP Maintenance - All Project-related BMPs will be maintained in perpetuity by the project owner/applicant, and/or individual property owners/tenants as applicable. Specific requirements will be identified in an operation and maintenance (O&M) plan to be approved by the County of Riverside, with the O&M plan to be included in the Final WQMP. Typical maintenance requirements for the identified types of BMPs include regular inspection, cleaning and repair of applicable facilities (e.g., repair of damage from animal burrows and erosion); mowing, trimming, and replacement of landscaping and other applicable vegetation (e.g., in association with detention basins); and removal of sediment, trash/debris, and standing water. Additional details regarding BMP maintenance

efforts are provided in Section VI of the Preliminary WQMP (PEC 2010b in Appendix I).

J. Land Use and Planning

1. Impacts:

The project site is undeveloped, and is an urbanizing area. The proposed project would not physically disrupt or divide the physical arrangement of an established community. Significant impacts would not occur.

The project site is not located adjacent to a city or county boundary line. It is, however, within the sphere of influence of the City of Murrieta. Given the site's distance from the City's boundaries, at the easternmost boundary of the City's sphere of influence, and the consistency of the proposed uses with other uses planned in the immediate vicinity, the proposed change of land uses would not be expected to result in significant impacts associated with the City's General Plan.

Although the proposed project would convert the site from its existing "Rural" General Plan Foundation Component designation to "Community Development," such conversions are allowed in the Southwest Area Plan pursuant to the General Plan Administration Element. The General Plan Administration Element allows for the conversion of lands from the "Rural Residential" Foundation Component. As concluded in EIR No. 525, the proposed project would be consistent with the General Plan Administration Element policies regulating General Plan Amendments, the proposed project would further the objectives of the Riverside County General Plan (or would otherwise not impede their implementation), and the project site is located in a portion of the French Valley that is in the process of transitioning from agricultural and rural to urban land uses; accordingly, implementation of the proposed project would result in less than significant environmental impacts associated with the substantial alteration of the present or planned land use of the area.

Although implementation of the project would result in the conversion of the present agricultural land use of the site to mixed uses, and would not be compatible with the site's R-R (Rural Residential) zoning designation, development of the project as proposed would be consistent with the development trend in the area. In addition, as part of the Project, a Change of Zone is proposed to change the zoning designations on the site to be consistent with the various land uses proposed by Specific Plan No. 380. Furthermore, the conversion of the site from agricultural to urban land uses is consistent with the General Plan Administration Element policies regulating such conversions. Accordingly, implementation of the proposed project would not substantially conflict with the planned zoning for the site in a manner that would result in significant environmental impacts, and impacts would be less than significant.

Project implementation has the potential to conflict with agricultural zoning designations and/or actively cultivated lands adjacent to the site. However, the proposed project would be required to comply with Riverside County Ordinance No. 625, the "Right to Farm" ordinance. Ordinance No. 625 states that if any agricultural operation that has been in place for at least three years and was not considered a nuisance operation at the time the operation began, no change in surrounding land uses shall cause said operation to become a nuisance. Therefore, with mandatory compliance with Riverside County Ordinance No. 625, impacts due to a conflict with existing surrounding zoning designations and/or existing or planned surrounding land uses would be reduced to a level below significance.

Although the proposed project would introduce urban mixed land uses to a site designated for Rural Residential use by the General Plan, an extensive analysis of the Project's consistency with the General Plan is provided in Section 3.10 of EIR No. 525. Based on the analysis contained in EIR No. 525, it was determined that the proposed project would be consistent with all applicable policies of the

Riverside County General Plan, although approval of General Plan Amendment No. 951 would be necessary to ensure project consistency with the Southwest Area Plan Land Use Map and General Plan Circulation Element. General Plan Amendment No. 951 would amend the land use designations as applied to the site by the Southwest Area Plan, which would provide consistency with the land uses proposed by SP No. 380. Therefore, with approval of GPA No. 951, development of the project as proposed would be consistent with the various General Plan and Area Plan policies, resulting in a less than significant impact.

2. Mitigation:

No mitigation is required beyond standard compliance with Riverside County Ordinance No. 625. With mandatory compliance with Ordinance No. 625, impacts would be less than significant.

K. Mineral Resources

1. Impacts:

The proposed project site is currently used for dry farming and is not utilized for extraction of any mineral resources. It also is not located within or adjacent to an area identified by the California Department of Mines and Geology as having substantial mineral resources. In addition, there are no existing mines located in the immediate project vicinity and the County's General Plan does not identify any aggregate extraction areas within the limits of the project site or in the vicinity of the proposed project site. No impacts related to mineral resources would occur.

2. Mitigation:

No mitigation is required.

L. Noise

1. Impacts:

French Valley Airport is located approximately 3.5 miles south of the project site. The project site is not located within an airport land use plan, nor is it located

within two miles of a public or private airport. No impact associated with airport noise would occur.

The nearest railroad track is located over five miles north of the project site. The project site would not be subject to railroad noise. No associated impact would occur.

Blasting activities would occur over an approximate eight-month period and would occur concurrently with rough grading. Such activities would generate ground borne vibration. Structures at distances beyond 115 feet are typically not subject to vibration levels exceeding those appropriate for damage prevention. Most of the blasting locations that would occur during construction of the proposed project would be at distances greater than 250 feet from the nearest homes. Measures also would be incorporated into project design to minimize blasting impacts to nearby sensitive receptors. The use of alternative rock breaking methods (i.e., non-explosive methods and/or use of smaller charge weights) would be required within 200 feet of existing homes. Accordingly, impacts associated with ground borne vibration would be less than significant.

Transportation noise levels on analyzed roadway segments would increase a maximum of 3.6 dBA Community Noise Equivalent Level (CNEL) with development of the proposed Project. One roadway segment, Skyview Road east of Winchester Road (SR 79), may experience a noise increase of approximately 3.6 dBA CNEL in Phase 2 of project development, which would be considered a perceptible increase. The overall noise level would, however, remain below the County's 65-dBA CNEL exterior noise standard. At build out, the maximum traffic noise increase relative to no-project conditions would be 2.1 dBA CNEL. The Project's incremental vehicular-source noise contributions would be less than 3.0 dBA CNEL for all other roadway segments. Therefore, transportation noise impacts to off-site uses would be less than significant.

The future traffic-related noise impacts to the noise-sensitive portions of the project site would be caused by traffic on internal roads Street A, Street B, and Keller Road. For Keller Road, the 65-dBA CNEL contour extends to up to 77 feet from the roadway centerline. Should any noise sensitive outdoor use areas of single-family homes be located within the 65 dBA CNEL contour, noise impacts would potentially be significant.

Operation of the commercial areas would include truck maneuvering and unloading, air conditioning units, trash compactors, and speakerphones. Planning Areas 2, 5, and 6 would have the potential to expose Planning Areas 1, 3, 4, 5, and 7, along with off-site sensitive receptors south of Keller Road, to unacceptable operational noise levels. Based on noise levels that may be associated with uses of this type, significant stationary noise impacts are conservatively assessed.

Rooms exposed to an exterior CNEL greater than 65 dBA could result in an interior noise level greater than the County's standard of 45 dBA CNEL. Impacts to the interior of future on-site and existing adjacent off-site residences due to on-site transportation noise and stationary noise sources are conservatively assessed as significant.

Equipment such as diesel engines, impact equipment, and backup alarms would generate noise during project construction. Construction noise levels are estimated to be 83 A-weighted decibels (dBA L_{eq}) at 100 feet from the grading site, 77 dBA L_{eq} at 200 feet, and 71 dBA L_{eq} at 400 feet. Although construction noise would be short term in duration, impacts would potentially be significant. Although implementation of the mitigation measures identified in EIR No. 525 would reduce the Project's significant noise impacts to the maximum feasible extent, and such impacts would be temporary, noise levels would nonetheless be considered significant. Therefore, although the proposed project is anticipated to result in significant noise impacts, mitigation for such impacts is not currently available.

As a result, CEQA requires Riverside County to make certain findings and to adopt a Statement of Overriding Considerations set forth herein for these unmitigable impacts in order to certify the project's EIR.

2. Mitigation:

The proposed project has been modified to partially avoid or lessen significant impacts; however, impacts cannot be fully mitigated below a level of significance. The following mitigation measures are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Whenever a construction site is within 0.25 mile of an occupied residence, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

b. All construction vehicles, equipment fixed or mobile shall be equipped with properly operating and maintained mufflers.

c. When feasible, the noisiest operations shall be coordinated simultaneously to avoid prolonged periods of annoyance.

d. During construction, best efforts shall be made to locate stockpiling and/or vehicle staging areas as far as practicable from existing residences.

e. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment in Mitigation Measure a. To the extent feasible, haul routes shall not pass sensitive land uses, including residences.

f. Prior to issuance of grading permits, the construction contractor will submit a construction noise mitigation program for review and approval by the Office of Industrial Hygiene. This program shall include noise monitoring at selected noise-sensitive locations, monitoring complaints, and identification mitigation of the major noise sources.

g. Homeowners within 500 feet and cities in the project vicinity shall be notified of blasting that may affect them via letters and postings that can be easily visible on the construction site 24 hours before major construction-related noise and vibration impacts (such as grading and rock blasting).

h. Pre- and post- blast photographs shall be taken inside and outside of structures that are within 300 feet of the proposed blasting. Monitoring via seismographs shall also be conducted.

i. Traditional rock blasting methods shall not occur within 200 feet from any house. In these areas, rock breaking must be performed with non-explosive methods.

j. Prior to issuance of building permits, a final site-specific noise analysis will be completed to address exterior noise from traffic and stationary noise sources with respect to residential structures. The report will identify noise attenuation barriers required (if any) to ensure that the 65 dBA CNEL exterior standard for traffic noise impacts and 65 dBA L_{eq} standard for stationary noise impacts for sensitive receptors is met. The report shall be submitted to the Office of Industrial Hygiene for review and approval. Noise barrier heights will be based upon specific lot configurations, landscaping, and other details provided with the site plans and building design

specifications. Required noise barriers will be constructed prior to issuance of a certificate of occupancy. To retain visibility and access, a combination of setbacks, berms, and walls may be used to achieve acceptable noise levels.

k. Potential stationary noise impacts to proposed on-site and extending off-site residences from commercial use areas will be mitigated as follows:

i. Facility-related noise, as projected to any portion of any surrounding property containing a sensitive receptor (including habitable dwelling units, hospitals, schools, libraries, or nursing homes), must not exceed the following worst-case noise levels: 45 dBA L_{eq} (10-minute) between 10:00 p.m. and 7:00 a.m. (nighttime standard) and 65 dBA L_{eq} (10-minute) between 7:00 a.m. and 10:00 p.m. (daytime standard). The County of Riverside Office of Industrial Hygiene shall receive, review, and approve an acoustical report addressing the noise that might be produced from traffic noise impacts to residential structures and stationary noise sources for each tentative tract and plot plans. The report will finalize the noise requirements based on site plan and building design specifications to reduce noise levels at the residential property line to these levels. Preliminary exterior and interior noise requirements for residential use approval will be presented in the final noise report.

l. Prior to issuance of building permits, a Title 24 (California Building Code) exterior-to-interior noise control program to ensure achievement of the 45 dBA CNEL interior noise standard will be

completed for on-site residential areas. The program will finalize the noise requirements based on actual site plan and building design specifications, and will be completed to the satisfaction of the Office of Industrial Hygiene. Noise requirements could include the following:

i. A "windows closed" condition will be provided that requires a means of mechanical ventilation for all on-site residences.

ii. All on-site residences will be provided with weather-stripped solid-core exterior doors.

iii. Exterior wall/roof assembles will be free of cutouts and openings.

iv. Upgraded windows will be provided for all on-site residences.

Preliminary exterior and interior noise requirements will be presented in a noise report prior to Tentative Map approval.

M. Population and Housing

1. Impacts:

There are no existing residences located on the project site. Thus, construction of the project would not displace any existing housing or people or create the need for the construction of replacement housing. The project site is not located within a County Redevelopment Area. No impacts related to these issues would occur as a result of project implementation.

The project includes the construction of residential uses, along with retail and office uses. The retail and office uses are not of a scale that they would spur demand for additional housing; rather, they would help to address the jobs-housing imbalance in this portion of the County. No impacts would occur relative to creation of demand for additional housing.

SCAG population projections estimate an annual growth of approximately 25,055 persons within unincorporated Riverside County. While the Keller Crossing Specific Plan would result in an increase of approximately 671 people living at the site above that anticipated by current rural residential planning designations, this addition would not significantly affect the population of the County. In addition, it is anticipated that many of the proposed residents of the Specific Plan would be residents that are already living somewhere within Riverside County. The Specific Plan would not result in exceedances of population projections, and impacts would be less than significant.

2. Mitigation:

No mitigation is required.

N. Public Services

1. Impacts:

The proposed project would result in the construction of residential and commercial uses on previously unoccupied land, resulting in the need for increased fire and police services for the site. The project would not directly physically alter existing facilities or result in the construction of new physically altered facilities. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable standards. This project would be required to comply with County Ordinance No. 659 in order to minimize the potential effects to fire and sheriff services.

The project would not physically alter existing school facilities or result in the construction of new or physically altered school facilities. The construction of new residential units at the project site would likely result in an increase in students for nearby schools. Any construction of new facilities required by the cumulative effects of this project and the surrounding projects would have to meet all applicable environmental standards. This project would be required to comply with

School Mitigation Impact fees in order to minimize the potential effects to school services.

The project would not physically alter existing library facilities or result in the construction of new or physically altered library facilities. An increase in population in the area would result in an increased demand for library services. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. Development fees required by Riverside County Ordinance No. 659 may be used at the County's discretion to provide additional library facilities. The project would be required to comply with County Ordinance No. 659 to minimize the potential effects to library services.

Health services availability in the area is abundant. The project may also include medical facilities. The presence of medical communities generally corresponds with the increase in population associated with the new development. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. For these reasons, the proposed project would have a less than significant impact on health services.

2. Mitigation:

No mitigation is required.

O. Recreation

1. Impacts:

The proposed project would include the construction of an activity center and two recreational trails, and may include a private recreation center. Development of recreational features within the project site will have a physical impact on the environment. However, these recreational and trail features are integral to the project and as such, impacts and any associated mitigation measures resulting from

their construction and operation are described throughout the analyses in EIR No. 525. No off-site parks or recreational improvements are proposed or required. Accordingly, implementation of the proposed project would not require the construction or expansion of park facilities that could result in environmental impacts beyond the impacts already studied in EIR No. 525 associated with the construction of on-site facilities. No new impacts would occur.

Although the project would include recreational opportunities on-site, the project is located in a region that contains a variety of parks and recreational facilities that can be used by project residents. The population increase associated with the project would provide an incremental demand in usage of these off-site facilities. The proposed project would be required to pay standard County park and recreation fees pursuant to County Ordinance No. 460, a portion of which would be utilized to maintain existing recreation resources within the County. Accordingly, implementation of the proposed project would not result in or accelerate the substantial deterioration of any park facilities within the County.

The project site is not located within a County Service Area or recreation and parks district with a Community Parks and Recreation Plan, and the proposed project would not result in any impacts associated with a County Service Area or a Community Parks and Recreation Plan. The proposed project may, however, be annexed into the Valley-Wide Recreation and Park District. The project would construct proposed recreational trails and streetscapes to Valley-Wide Recreation and Park District standards and specifications, provide on-site recreational facilities as discussed above, and pay required fees. Impacts associated with parks and recreation would be less than significant.

2. Mitigation:

No mitigation is required.

P. Transportation and Traffic

1. Impacts:

The proposed project is located approximately 3.5 miles north of the nearest airport, French Valley Airport. The proposed project does not propose any large structures that would affect the air traffic patterns at French Valley Airport. There are no navigable waterways located in the vicinity of the proposed Project. Additionally, there are no railways in the immediate vicinity and the movement of people and goods to and from the project site would not involve transportation by railroad; therefore, impacts to these modes of transportation would not occur.

The proposed project would include the realignment of Keller Road to accommodate a 90-degree angle at its intersection with SR 79, thereby alleviating an existing design hazard. All proposed project roadways and intersection improvements would be designed in accordance with applicable roadway design standards and therefore would not result in design hazards. Thus, no significant impacts related to design hazards would occur.

The project proposes a variety of Community Development land uses and would contribute to the necessary transportation infrastructure framework to support these uses. Thus, the project would not result in a need for new or altered maintenance of existing roadways.

The project would not permanently close any existing roadways that could be used for emergency access. Project improvements to Keller Road would improve emergency access to the site. Impacts related to emergency access during project operation would be less than significant (refer to Hazards and Hazardous Materials with regard to emergency access during construction).

Bus stops may be provided along Keller Road (at the discretion of the Riverside Transit Agency). The transit stops would be centrally located within the project's area and within a five-minute walk from a majority of the project's area. In

addition, a network of on-street bike lanes and off-street bike paths are proposed as part of the proposed Project. The proposed project would therefore beneficially contribute to the transit system and would not disrupt any existing or planned transit systems; therefore, significant impacts would not occur.

Because the project site and surrounding parcels are undeveloped and/or occupied by low-density residential and agricultural uses that do not have substantial parking requirements, no impacts to existing parking would occur. The project would provide sufficient parking to accommodate the new uses in accordance with County standards. Therefore, no significant parking-related impacts would occur.

The traffic generation for the Specific Plan is based upon the specific land uses planned for the Project. The proposed project is anticipated to be built in two phases. Build out of Phase 1 would result in the generation of 9,221 trips per day, with 600 vehicles in the AM peak hour and 1,304 vehicles during the PM peak hour. Full project build out would result in the generation of 20,317 trips per day, with 921 vehicles in the AM peak hour and 2,089 vehicles in the PM peak hour.

The intersections of Street "B" at Keller Road, Street "C" at Street "A," and Street "C" at Keller Road would not exist in the near term without the proposed Project. For Existing Plus Ambient Plus project traffic conditions, four study area intersections are projected to operate at unacceptable levels of service (LOS) during the peak hours, with the existing geometrics. The addition of project traffic to the following intersections is evaluated as significant:

i. SR 79 at Newport Road/Domenigoni Parkway – LOS E in the AM peak hour and LOS F in the PM peak hour
ii. SR 79 at Keller Road – LOS F in the AM and PM peak hours
iii. SR 79 at La Alba Drive/Winchester Road – LOS F in the PM peak hour
iv. SR 79 at Hunter Road/Borel Road – LOS F in the PM peak hour

v. The intersections of SR 79 with Newport Road/Domenigoni Parkway, La Alba Drive/Winchester Road, and Hunter Road/Borel Road currently (2009) do not meet the County's identified LOS.

For Existing Plus Ambient Growth Plus Traffic Plus Cumulative conditions, 11 study area intersections are projected to operate at unacceptable LOS with existing geometrics. The addition of project traffic to the following intersections is evaluated as cumulatively significant:

i. Leon Road at Scott Road – LOS F in the AM and PM peak hours

ii. SR 79 at Newport Road/Domenigoni Parkway – LOS F in the AM and PM peak hours

iii. SR 79 at Scott Road – LOS F in the PM peak hour

iv. SR 79 at Keller Road – LOS F in the AM and PM peak hours

v. SR 79 at Pourroy Road/Abelia Street – LOS F in the PM peak hour

vi. SR 79 at Whisper Heights Parkway/Pourroy Road – LOS F in the PM peak hour

vii. SR 79 at Jean Nichols Road/Skyview Road – LOS E in the AM peak hour and LOS F in the PM peak hour

viii. SR 79 at Max Gillis Boulevard/Thompson Road – LOS F in the AM and PM peak hours

ix. SR 79 at Via Mira Mosa/Auld Road – LOS E in the AM peak hour and LOS F in the PM peak hour

x. SR 79 at La Alba Drive/Winchester Road –LOS F in the AM and PM peak hours

xi. SR 79 at Hunter Road/Borel Road –LOS F in the AM and PM peak hours

The intersections of Street "B"/Street "A," Street "B"/Keller Road, and Street "C"/Street "A" would not exist in the near term without the proposed Project. In addition, Pourroy Road at Keller Road would not exist as an improved intersection without the proposed Project.

For Existing Plus Ambient Growth Plus Project traffic conditions, six study area intersections are projected to operate at unacceptable LOS during the peak hours, with the existing geometrics. The addition of project traffic to the following intersections is evaluated as significant:

i. Leon Road at Scott Road – LOS F in the PM peak hour
ii. SR 79 at Newport Road/Domenigoni Parkway – LOS E in the AM peak hour and LOS F in the PM peak hour
iii. SR 79 at Keller Road – LOS F in the AM and PM peak hours
iv. SR 79 at Max Gillis Boulevard/Thompson Road – LOS E in the AM and PM peak hours
v. SR 79 at La Alba Drive/Winchester Road – LOS F in the PM peak hour
vi. SR 79 at Hunter Road/Borel Road – LOS F in the PM peak hour

For Existing Plus Ambient Growth Plus Project Plus Cumulative conditions, 11 study area intersections are projected to operate at unacceptable LOS with existing geometrics. The addition of project traffic to the following intersections is evaluated as cumulatively significant:

i. Leon Road at Scott Road – LOS F in the AM and PM peak hours
ii. SR 79 at Newport Road/Domenigoni Parkway – LOS F in the AM and PM peak hours

iii. SR 79 at Scott Road – LOS F in the PM peak hour

iv. SR 79 at Keller Road – LOS F in the AM and PM peak hours

v. SR 79 at Pourroy Road/Abelia Street – LOS F in the PM peak hour

vi. Winchester Road (SR 79) at Whisper Heights Parkway/Pourroy Road – LOS F in the PM peak hour

vii. SR 79 at Jean Nichols Road/Skyview Road – LOS F in the AM and PM peak hours

viii. SR 79 at Max Gillis Boulevard/Thompson Road – LOS F in the AM and PM peak hours

ix. SR 79 at Via Mira Mosa/Auld Road – LOS F in the AM and PM peak hours

x. SR 79 at La Alba Drive/Winchester Road – LOS F in the AM and PM peak hours

xi. SR 79 at Hunter Road/Borel Road – LOS F in the AM and PM peak hours

For Year 2035 with project traffic conditions, all of the currently existing study area intersections are projected to operate at unacceptable LOS during the peak hours with the existing geometry, with the exception of SR 79 at Newport Road/Domenigoni Parkway. The realignment of SR 79 is anticipated to substantially reduce the volumes north of the grade-separated junction on SR 79. As such, the intersection of SR 79 at Newport Road/Domenigoni Parkway is anticipated to operate at acceptable levels of service during the peak hours with the existing lane geometrics. Since the proposed project would contribute to, but would not directly cause, the deficient levels of service at these intersections, project impacts represent cumulatively significant impacts.

2. Mitigation:

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and made enforceable through inclusion in and implementation of the Mitigation, Monitoring, and Reporting Program.

a. Prior to the occupancy of any unit/building for Phase 1, the intersection of SR 79 at Newport Road/Domenigoni Parkway shall be improved to provide the following geometrics with signal modification:

i. Northbound: one left-turn lane, two through lanes, two right-turn lanes with overlap

ii. Southbound: one left-turn lane, two through lanes, one right-turn lane

iii. Eastbound: two left-turn lanes, three through lanes, one right-turn lane

iv. Westbound: two left-turn lanes, three through lanes, one right-turn lane

The required change from the current condition would consist of provision of an additional northbound right-turn lane.

b. Prior to the occupancy of any unit/building for Phase 1, the intersection of SR 79 at La Alba Drive/Sparkman Way shall be improved to provide the following geometrics:

i. Northbound: one left-turn lane, three through lanes

ii. Southbound: one left-turn lane, two through lanes, one right-turn lane

iii. Eastbound: one left-turn lane, one through lane, one right-turn lane

iv. Westbound: one through lane, one right-turn lane

The required change from the current condition would consist of provision of an additional northbound through lane.

c. Prior to the occupancy of any unit/building for Phase 1, the intersection of SR 79 at Hunter Road/Borel Road shall be improved to provide the following geometrics:

i. Northbound: one left-turn lane, three through lanes

ii. Southbound: one left-turn lane, two through lanes

iii. Eastbound: one through lane, one right-turn lane with overlap

iv. Westbound: one through lane

The required change from the current condition would consist of provision of an additional northbound through lane.

d. Prior to the occupancy of any unit/building for Phase 1, the intersection of Street "B" at Keller Road shall be improved to provide the following geometrics:

i. Northbound: one shared left-turn/through/right-turn lane, stop controlled

ii. Southbound: one shared left-turn/through/right-turn lane, stop controlled

iii. Eastbound: two through lanes

iv. Westbound: one left-turn lane, two through lanes

e. Prior to the occupancy of any unit/building for Phase 1, the intersection of Street "C" at Street "A" shall be improved to provide the following geometrics:

i. Northbound: one left-turn lane, one right-turn lane, stop controlled

ii. Southbound: N/A

iii. Eastbound: one through lane

iv. Westbound: one left-turn lane, one through lane

f. Prior to the occupancy of any unit/building for Phase 1, the intersection of Street "C" at Keller Road shall be signalized and improved to provide the following geometrics:

i. Northbound: one left-turn lane, one through lane

ii. Southbound: two left-turn lanes, one through lane

iii. Eastbound: one left-turn lane, two through lanes

iv. Westbound: one left-turn lane, two through lanes, one right-turn lane with overlap

g. Prior to the occupancy of any unit/building for Phase 1, the intersection of SR 79 at Keller Road shall be signalized and improved to provide the following geometrics:

i. Northbound: one left-turn lane, two through lanes

ii. Southbound: one left-turn lane, two through lanes

iii. Eastbound: one left-turn lane, one through lane

iv. Westbound: one shared left-turn/through/right-turn lane

h. Prior to the occupancy of any unit/building for Phase 2, the intersection of Leon Road at Scott Road shall be signalized and improved to provide the following geometrics:

i. Northbound: one left-turn lane, one through lane

ii. Southbound: one left-turn lane, one through lane

iii. Eastbound: one left-turn lane, two through lanes

iv. Westbound: one left-turn lane, two through lanes

The required change from the current condition would consist of provision of one northbound left-turn lane, one southbound left-turn lane, one eastbound left-turn

lane, one additional eastbound through lane, one westbound left-turn lane, and one additional westbound through lane.

j. Prior to the occupancy of any unit/building for Phase 2, the intersection of SR 79 at Max Gillis Boulevard/Thompson Road shall be improved to provide the following geometrics with signal modification:

i. Northbound: two left-turn lanes, three through lanes, one right-turn lane

ii. Southbound: one left-turn lane, two through lanes, one right-turn lane

iii. Eastbound: one left-turn lane, one through lane, one right-turn lane with overlap

iv. Westbound: one left-turn lane, one through lane

The required change from the current condition would consist of provision of an additional northbound left-turn lane and an additional northbound through lane.

k. Prior to the occupancy of any unit/building for Phase 2, the intersection of Pourroy Road at Keller Road shall be improved to provide the following geometrics:

i. Northbound: N/A

ii. Southbound: one shared left-turn/through/right-turn lane, stop controlled

iii. Eastbound: one left-turn lane, one through lane

v. Westbound: one shared left-turn/through/right-turn lane, stop controlled

l. Prior to the occupancy of any unit/building for Phase 2, the intersection of Street "B" at Street "A" shall be improved to provide the following geometrics:

i. Northbound: one shared left-turn/through/right-turn lane, stop controlled

ii. Southbound: one shared left-turn/through/right-turn lane, stop controlled

iii. Eastbound: one left-turn lane, one through lane

iv. Westbound: one left-turn lane, one through lane

m. Prior to the occupancy of any unit/building for Phase 2, the intersection of Street "B" at Keller Road shall be improved to provide the following geometrics:

i. Northbound: one shared left-turn/through/right-turn lane, stop controlled

ii. Southbound: one shared left-turn/through/right-turn lane, stop controlled

iii. Eastbound: one left-turn lane, two through lanes

iv. Westbound: one left-turn lane, two through lanes

n. Prior to the occupancy of any unit/building for Phase 2, the intersection of Street "C" at Street "A" shall be signalized and improved to provide the following geometrics:

i. Northbound: one left-turn lane, one through lane, one right-turn lane

ii. Southbound: one left-turn lane, one through lane

iii. Eastbound: one left-turn lane, one through lane

iv. Westbound: two left-turn lanes, one through lane

o. Prior to occupancy of any unit/building for Phase 1, a traffic signal interconnect shall be provided between the traffic signal at Street "C" at Keller Road to the signal at SR 79 at Keller Road.

p. Prior to the occupancy of any unit/building, to mitigate the Project's contribution to the ambient growth and cumulative development conditions, the project applicant shall provide payment to three major sources of off-site roadway improvement fees: TUMF, County's DIF, and Scott Road RBBD.

q. Implementation of Mitigation Measure HAZ-3 (traffic control plan) would reduce potential construction-related impacts to circulation and emergency access to below a level of significance.

r. Prior to the approval of any map within the limits of this specific plan, the map shall be conditioned to annex into a Community Facilities District, CFD 05-8. The annexation into CFD 05-8 shall be completed prior to the recordation of the final map to fund for the construction of the ultimate improvements relative to the I-215/Scott Road interchange and for the widening of Scott Road to six lanes between I-215 and SR 79 as determined by the Transportation Department.

Q. Utilities and Service Systems

1. Impacts:

The project site is currently uninhabited and is not served by any utilities. Implementation of the proposed project would require the provision of utility services to the site. Impacts associated with the installation of water, wastewater, and drainage infrastructure within the Keller Crossing Specific Plan's grading footprint and in off-site improvement areas are documented throughout EIR No. 525. Where appropriate, mitigation measures are provided to reduce or avoid

environmental impacts associated with line installation to below levels of significance. New or expanded water or wastewater treatment facilities would not be required to serve the Project. Therefore, impacts related to these utilities would be less than significant.

The proposed project would result in new sources of solid waste generation at the project site. Solid waste generated at the project site would likely be transported to the Lamb Canyon Landfill. The Lamb Canyon Landfill has adequate capacity to accommodate the estimated 5.8 tons per day that the proposed project would generate. On-site uses would be required to comply with County and state waste reduction and recycling standards, including applicable elements of Assembly Bill 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991). Therefore, impacts would be less than significant.

A Water Supply Assessment was prepared for the proposed project by Eastern Municipal Water District ("EMWD") and approved by its Board of Directors on April 21, 2010. EMWD concluded that, despite the increased demand resulting from the proposed General Plan Amendment, the project demand would be within the limits of projected demand accounted for in the Urban Water Management Plan. Accordingly, the project would not result in a significant impact with regard to water supply.

2. Mitigation:

a. No mitigation is required.

BE IT FURTHER RESOLVED by the Board of Supervisors that all applicable regulatory requirements and feasible mitigation measures to reduce environmental impacts have been considered and are applied as conditions of the project approval, yet the following impacts potentially resulting from the adoption of SP No. 380 cannot be fully mitigated and will be only partially avoided or lessened by the mitigation measures hereinafter specified; a statement of overriding findings is therefore included herein:

A. Aesthetics (Cumulative Loss of Visual Character)

1. Impacts:

The EIR No. 441 for the County's General Plan acknowledges that future development within the County and surrounding cities would result in the intensification of urban uses as well as conversion of open space into urban land uses. This conversion would result in a significant unavoidable cumulative impact by contributing significantly to the loss of visual character of the County. The proposed project would preserve the higher elevations of the site, along with the majority of its topographically significant features, within the open space along the northern edge of the site, and would not obscure views of the hills/mountains that comprise major elements of the regional vistas. As a result, direct project impacts related to loss of visual character are considered less than significant. A number of proposed development projects would be built, if approved, along several miles of SR 79 in the vicinity of the project site. Projects in this corridor, including the proposed Project, would contribute considerably to the cumulative loss of visual character identified in the EIR No. 441 for the General Plan.

2. Mitigation:

Mitigation is not available for the cumulatively significant unavoidable impacts related to loss of visual character associated with the conversion of currently undeveloped land to developed uses. The only means to avoid this impact would be to prohibit regional development of undeveloped land.

b. Air Quality (Air Quality Standards and Violations)

1. Impacts:

Near-term construction activities would exceed the SCAQMD criteria thresholds for emissions of VOCs, NO_x, PM_{10}, and $PM_{2.5}$. The project also would exceed the

localized standard for PM_{10} and $PM_{2.5}$ during construction activities, and a significant direct impact would occur in the near-term. Direct significant impacts due to VOC, NO_x, and CO, emissions would occur during operation of the proposed project for Phase 1 in 2012. Direct significant impacts due to VOC, NO_x, CO, and PM_{10} emissions also would occur during long-term operation of the proposed project for Phases 1 and 2 in 2014. Long-term operation of the project would not, however, exceed the localized significance thresholds, nor would the project result in the creation of any CO hotspots.

2. Mitigation:

The proposed project has been modified to partially avoid or lessen significant impacts; however, impacts cannot be fully mitigated below a level of significance. Mitigation measures are hereby adopted (refer to Mitigation Measures C.2.a through C.2.m commencing on Page 8 of this Resolution No. 2013-197) and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

c. Air Quality (Cumulatively Considerable Net Increase of Non-Attainment Pollutants)

1. Impacts:

The project site is located in the SCAB, which fails to meet the national air quality standards for 8-hour ozone, PM_{10}, and $PM_{2.5}$, and fails to meet the state air quality standards for 1-hour and 8-hour ozone, PM_{10}, $PM_{2.5}$, and NO_2. As such the SCAB is considered in non-attainment status for these pollutants. Because the SCAB is located in a non-attainment area for particulate matter, and when considered with particulate emissions of other projects in the SCAB and within the vicinity of the project site, the particulate emissions produced by the project would result in a cumulatively significant impact. Also, ozone-forming emissions produced by the project (VOC, NOx, and CO), when considered in conjunction with emissions from other projects in the SCAB, would be regarded as cumulatively significant. Any

development in the SCAB, including the proposed Project, would cumulatively contribute to these pollutant violations.

2. Mitigation:

Although mitigation is identified to reduce the Project's construction- and operational-related emissions (refer to Mitigation Measures C.2.a through C.2.m commencing on Page 9 of this Resolution No. 2013-197), short-term construction impacts would not be reduced to a less than significant level for emissions of NO_X, PM_{10}, and $PM_{2.5}$; the proposed project still would exceed the localized thresholds for emissions of PM_{10} and $PM_{2.5}$ during short-term construction activity; and long-term operational impacts would remain significant for emissions of VOC, NO_x, CO, and PM_{10} would remain significant. Accordingly, the Project's near- and long-term emission of criteria pollutants for which the SCAB is considered in non-attainment status represents a significant and unavoidable impact of the proposed project for which additional feasible mitigation is not available.

d. Air Quality (Conflicts with Air Quality Plans)

1. Impacts:

The SCAQMD is required to adopt and implement an AQMP to serve as a blueprint to bring the area under its jurisdiction into compliance with state and federal air quality standards. The most recent version of the SCAQMD's AQMP was adopted by the SCAQMD in June 2007. In September 2007, the CARB Board adopted the SCAQMD 2007 AQMP as part of the SIP. This AQMP also was submitted to the USEPA for approval; however, it has yet to be approved. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. As documented in EIR No. 525, the proposed project would not be consistent with AQMP Consistency Criterion No. 1 because the project proposes a more intensive, more populated development than anticipated under the current land use

designation and zoning (Rural Residential). As the project would not be consistent with the current land use designation and zoning, emissions would exceed those anticipated in the AQMP. The project would exceed the regional significance threshold during construction activities for emissions of VOC, NO_x, PM_{10}, and $PM_{2.5}$ (even after implementation of recommended mitigation measures). Additionally, the project would exceed the regional significance threshold during long-term operational activity for emissions of VOC, NO_x, CO, and PM_{10} (even after implementation of recommended mitigation measures). The increase in emissions beyond those anticipated could result in an increase in the frequency or severity of air quality violations, or result in a delay in attainment. The proposed project also would not be consistent with AQMP Consistency Criterion No. 2 because the project is not consistent with the site's Rural Residential land use designations applied to the project site by the Riverside County General Plan and Southwest Area Plan. Projects that propose general plan amendments and changes of zone may increase the intensity of use and/or result in higher traffic volumes, thereby resulting in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. Accordingly, implementation of the proposed project would directly conflict with the SCAQMD AQMP, which represents a significant and unavoidable impact of the proposed Project.

2. Mitigation:

Although mitigation is identified to reduce the Project's construction- and operational-related emissions (refer to Mitigation Measures C.2.a through C.2.m commencing on Page 9 of this Resolution No. 2013-197), the project would remain inconsistent with the SCAQMD AQMP because the project represents growth that was not anticipated by the Riverside County General Plan. Moreover, even with the implementation of Mitigation Measures C.2.a through C.2.m, short-term

construction impacts would not be reduced to a less than significant level for emissions of VOC, NO_X, PM_{10}, and $PM_{2.5}$; the proposed project still would exceed the localized thresholds for emissions of PM_{10} and $PM_{2.5}$ during short-term construction activity; and long-term operational impacts would remain significant for emissions of VOC, NO_x, CO, and PM_{10} would remain significant. Accordingly, the Project's conflict with the SCAQMD AQMP represents a significant and unavoidable impact of the proposed project.

BE IT FURTHER RESOLVED by the Board of Supervisors that State CEQA Guidelines (Section 15126, (g)), requires an EIR to discuss how a proposed project could directly or indirectly lead to economic, population, or housing growth. The following growth-inducing impacts were considered in relation to the proposed project:

A. SP No. 380 would result in an increase of approximately 671 people living at the site above that allowed by current planning designations. This increase would not significantly affect the population of the County. In addition, it is anticipated that many of the proposed residents of the Specific Plan would be residents that are already living somewhere within Riverside County. Population increases that may result from the implementation of the proposed project would be generally consistent with the population increases previously projected by SCAG, which estimates an annual growth of approximately 25,055 persons within unincorporated Riverside County. For these reasons, the number of new homes proposed by the Specific Plan would not be considered substantial from a growth inducement perspective.

B. The proposed project site currently has access from SR 79, and is abutted by Keller Road on the south and Pourroy Road on the west. The project does not propose any improvements or changes to SR 79, and thus, would not result in changes to SR 79 that would encourage development of surrounding areas. While the project would include some improvements to Keller Road and the construction of new roadways (the three internal roadways), these roadways would serve only the immediate project area. The

proposed improvements would not include the lengthening of any existing roadways or the construction of new roadways outside of the project boundaries, with the exception of relocating a small segment of Keller Road east of SR 79 to accommodate the proposed 90-degree angle intersection. The proposed improvements would not provide a thoroughfare to other, previously undeveloped areas. As a result, the project roadway improvements would not induce growth.

C. The Specific Plan would require the installation of new utilities infrastructure, including domestic water, reclaimed water, and sewer improvements to the site. These utilities would be extended from distances ranging from 0.5 to approximately 1 mile. The proposed project would not bring infrastructure to a completely undeveloped area. The project would be within the planned service area of the applicable service providers, and they are already providing service in the vicinity. The infrastructure improvements proposed by the project would be consistent with the planned service system and capacity of the applicable service providers. The area to the south of the Specific Plan has been developing with residential tracts and Specific Plans, and other Specific Plans have been approved for the immediate vicinity. The intensification of development of this primary transportation corridor is consistent with the Southwest Area Plan's policy of concentrating development patterns, in order to accommodate future growth and maintain the rural and agricultural lifestyle found in other, less accessible, areas. Development in these areas is driven by the need to accommodate the County's population (and corresponding housing and employment) growth. As a result, project utility improvements would not induce growth.

BE IT FURTHER RESOLVED by the Board of Supervisors that it has considered the following alternatives identified in EIR No. 525 in light of the environmental impacts which cannot be fully mitigated or substantially lessened and has rejected those alternatives as infeasible for the reasons described below:

A. <u>Alternative 1 – No Build Alternative</u>

1. This alternative assumes that the proposed Project, including supporting infrastructure (i.e., roadways and utilities connections), would not be constructed. Agricultural activities would continue and, without dedication of the northern portion of the property as open space, could extend into this area.

2. Under the No Build Alternative, the construction of new structures and recreational facilities would be prohibited. This alternative would therefore fail to achieve any of the project objectives.

3. Under the No Development Alternative, infrastructure improvements that would benefit County residents would not occur, including realignment of the Keller Road intersection with State Route 79 to an approximate right angle to improve intersection safety, as well as improvements to the intersection of Scott Road/Leon Road.

4. Because no discretionary action would be required, payment of TUMF fees pursuant to County Ordinance No. 824 would not occur, which would reduce the County's ability to implement long-range transportation infrastructure improvements.

5. Because no discretionary action would be required, no roadway improvement fees would be paid into the County's Development Impact Fee or Scott Road Bridge Benefit District.

6. No open space easement would be established, and therefore, no formal protection of the on-site biological resources would occur.

B. Alternative 2 – Existing General Plan Designation/Zoning Alternative:

1. This alternative assumes that there would be no General Plan Amendment or Zone Change to allow development on the site as proposed under Specific Plan No. 380. Existing designations and zoning would allow for the development of up to 37 single-family residences with minimum lot sizes of 2.5 acres. This alternative

would include the preservation of 61.1 acres in the northern portion of the project site. No commercial uses would be allowed.

2. Under the Existing General Plan Designation/Zoning Alternative, only three of the eight project objectives would be met. This alternative would not maximize land use efficiency, provide for a broad array of land uses, create a unique mixed-use master plan that is responsive to future needs of the surrounding communities and sub-region, provide thoughtful edge condition treatments that respect surrounding land uses, or create a mixed-use pedestrian-friendly community based on sustainability principles.

3. Right of Way (ROW) for the realignment of Keller Road would be dedicated but it is not anticipated that the project applicant would be responsible for the construction of the realigned roadway nor improvements at the intersection of SR 79/Keller Road. In addition, improvements to the intersections of SR 79/Domenigoni Parkway, Scott Road/Leon Road, and SR 79/Max Gillis Boulevard/Thompson Road would not occur under this alternative.

4. Although the Existing General Plan Designation/Zoning Alternative would be subject to payment of TUMF fees pursuant to County Ordinance No. 824, the amount of such fees would be greatly reduced under this alternative, which would reduce the County's capacity for implementing regional transportation improvements.

C. Alternative 3 –Reduced Impact Alternative:

1. Under this Alternative, 175,000 square feet of commercial area would be developed in lieu of the 650,000 square feet of commercial area proposed by the Project, and 935 residential dwelling units would be developed in lieu of the 320 residential dwelling units proposed by the Project. This alternative would generally maintain the overall layout of the Planning Areas proposed by the Specific Plan. This Alternative was selected for consideration in order to assess the potential reduction

in environmental impacts associated with reduced commercial development intensity and a proportional reduction in the number of vehicle trips, vehicular noise, and vehicular air emissions, in addition to a reduction in the demand placed on natural resources, public facilities, and utilities. In addition to the approvals required for the proposed Project, the General Plan Amendment required for this alternative would need to remove the site from the Highway 79 Policy Area.

2. Implementation of the Reduced Impact Alternative would meet all of the objectives of the proposed Project.

3. Although implementation of the Reduced Impact Alternative would reduce the Project's impacts to the environment, implementation of this alternative would not fully eliminate the Project's significant and unavoidable impacts to air quality during both construction and long-term operation, or its significant and unavoidable impacts to noise during construction. The Project's contribution to cumulatively significant visual impacts also would not be eliminated.

4. Although the Reduced Impact Alternative would be subject to payment of TUMF fees pursuant to County Ordinance No. 824, the amount of such fees would be reduced under this alternative due to the substantial reduction in the square footage of commercial space, which would reduce the County's capacity for implementing regional transportation improvements.

5. Under the Reduced Impact Alternative, some improvements to the intersections of SR 79/Domenigoni Parkway, Scott Road/Leon Road, and SR 79/Max Gillis Boulevard/Thompson Road would occur; however, the improvements would be less than required for the proposed Project.

D. Environmentally Superior Alternative (Alternative 3 – Reduced Impact Alternative)

1. Although the No Build Alternative would result in substantially reduced environmental impacts, Section 15126.6(e)(2) of the State CEQA Guidelines requires identification of an alternative other than the No Project Alternative as the

environmentally superior alternative. Following the No Build Alternative, the Existing General Plan Designation/Zoning Alternative would be the environmentally superior alternative; however, this also is considered a No Project Alternative. Therefore, the Reduced Impact Alternative would be considered the environmentally superior alternative for the purposes of EIR No. 525.

2. The Reduced Impact Alternative would reduce the amount of commercial space from 650,000 square feet, as proposed by the Project, to 175,000 square feet. As compared to the proposed Project, implementation of this alternative would result in reduced daily traffic trips as well as associated air emissions and noise resulting from development of the site. The reduction in intensity on site also is anticipated to result in a slight reduction of impacts to greenhouse gas emissions, hydrology/water quality, public services, and utilities. Impacts to agricultural resources, biological resources, cultural and paleontological resources, geology/soils, hazards and hazardous materials, land use/planning, population and housing, and recreation would be similar to those identified in association with the proposed Project. Although implementation of this alternative would result in a substantial reduction in impacts to circulation and traffic (by reducing the amount of traffic impacting SR-79 and/or area intersections) and air quality (by reducing the intensity of construction activities and reducing the amount of vehicular-related emissions), implementation of this alternative would reduce, but would not fully eliminate, the Project's significant direct and cumulative impacts to air quality during both construction and long-term operation, or the Project's significant direct impacts to noise during construction. The Project's contribution to cumulatively significant visual impacts also would not be eliminated.

3. The County has examined a reasonable range of alternatives to the proposed Project, one of which both meets some of the project objectives and is environmentally superior to the proposed Project.

E. Alternative Sites

1. CEQA Guidelines Section 15126.6(f)(2) requires that an EIR identify alternatives to the Project, but does not expressly require that it discuss alternative locations for the Project.

2. This EIR does not analyze an alternative site for the proposed project because the majority of the significant environmental effects associated with the proposed project result from the nature of the proposed development (e.g., traffic, noise, air quality, greenhouse gas emissions, geology/soils, hydrology/water quality) rather than physical properties of the project site. The project site does not contain known cultural or paleontological resources (the potential for their occurrence exists on virtually any undeveloped site). The project site also does not contain known or suspected hazardous materials, with their potential to occur similar to that of other farmed properties in the region. Impacts to sensitive biological resources would be minimal due to previous agricultural activities on the site. The resources to be impacted are fairly ubiquitous throughout the area, and it is unlikely that a project on another site would completely avoid biological impacts. To the contrary, there are a number of sites in the region where biological resources are more intact, as they have not been subject to extensive agricultural activities. Thus, putting the project in another location likely would not reduce, and would have reasonable potential to increase, associated environmental effects. As a result, evaluation of an off-site alternative is not required.

BE IT FURTHER RESOLVED by the Board of Supervisors that the project will implement applicable elements of the Riverside County General Plan as follows:

A. Land Use Element

1. The project includes a GPA and Change of Zone to allow development of the site with uses other than those planned in the General Plan. These changes would allow greater density development of the site. Under the current Rural Residential land

use designation, the project site could be developed with up to 40 single-family residences. The proposed project would include a GPA to allow for the development of 3 very low-density residences, 25 low-density residences, 42 medium-density residences, 250 units in a mixed-use planning area, and up to 650,000 sf of commercial uses on site. While the Specific Plan would not be consistent with existing General Plan or Southwest Area Plan land use maps, the proposed project includes a GPA, which would change the on-site land use designation from Rural Residential to Community Development. The proposed changes to the General Plan land use designations are allowed pursuant to policies within the Administrative Element. With approval of the proposed GPA, the project would be consistent with land use designations; therefore, the proposed project would be consistent with this policy. Analysis of applicable policies of the Land Use Element is presented throughout EIR No. 525 and concludes that the project would not conflict with any applicable policy of the General Plan Land Use Element. Furthermore the proposed project complies with all design standards for the various land use designation and considers the unique characteristics and features of the project site and surrounding community. The proposed project is consistent with the General Plan Land Use Element, and is therefore consistent with the General Plan.

B. Circulation Element

1. The project will construct or contribute its fair share of the costs associated with the improvement of roadways and certain intersections. As described above, the project will implement mitigation measures that address Project-specific and cumulative transportation and traffic impacts, and based thereon, the Board of Supervisors finds that the project is consistent with the General Plan Circulation Element. All required improvements that are directly attributable to the project would be constructed as part of the project and fair share costs would be contributed

for improvements to affected off-site roadways through payment of the TUMF, County's Development Impact Fee or Scott Road Bridge Benefit District. In addition, the Specific Plan would provide for a variety of transportation options. The Specific Plan includes the provision of bike lanes for bicyclists and trails and sidewalks for pedestrians. Bus stops can be accommodated along Keller Road (at the discretion of Riverside Transit Agency). The proposed project is consistent with the General Plan Circulation Element, and is therefore consistent with the General Plan.

C. Multipurpose Open Space Element

1. The Multipurpose Open Space Element of the General Plan describes an open space system which includes methods for the acquisition, maintenance, and operation of a variety of open spaces. The County's open spaces are utilized for visual relief, natural resources protection, habitat protection, recreational uses, and protection from natural hazards for public health and safety. The northern portion of the project site is proposed for open space/conservation. This area contains habitat targeted by the MSHCP for preservation and contributes to a regional wildlife linkage for various animal species. Riparian/riverine resources would be avoided to the maximum extent practicable; approximately 0.26 acre (52 percent) of the on-site riparian/riverine resources would be avoided. No known cultural sites are located in the Specific Plan Area. Nonetheless, as part of mitigation for potential impacts to unknown cultural resources, all ground-disturbing activities would be monitored. Furthermore, the proposed project would provide adequate on-site facilities and payment of fees to meet the local parkland and open space requirements of Riverside County Ordinance 460, Section 10.35, and State Quimby Act requirements. The proposed project is consistent with the General Plan's Multipurpose Open Space Element, and is therefore consistent with the General Plan.

D. Safety Element

1. The project complies with all applicable building codes, County Ordinances, and State and Federal laws. The project complies with all applicable provisions of the Alquist-Priolo Earthquake Fault Zoning Act, and as concluded by the project geotechnical study, the project site is not subject to significant hazards associated with earthquake induced liquefaction, landsliding, or settlement (assuming the implementation of mitigation). In addition, the proposed project would not be subject to flood or dam inundation. The project also would comply with all applicable standards for fire safety and be consistent with the Riverside County Fire Protection Master Plan. Furthermore, project impacts associated with hazardous waste and materials on the project site would be mitigated below a level of significance, and the proposed project would not conflict with any disaster preparedness plans nor subject individuals to significant risk of loss, injury, or death involving wild land fires, erosion, seismic activity, blow sand, or flooding. The proposed project is consistent with the General Plan Safety Element, and is therefore consistent with the General Plan.

E. Noise Element

1. Although project construction noise impacts would be significant and unmitigable, such impacts would be temporary. Mitigation is provided to reduce potential long-term noise impacts to below a level of significance. With implementation of the recommendations provided in the noise impact analysis and the required mitigation measures, the project would be consistent with the General Plan Noise Element, and is therefore consistent with the General Plan.

F. Air Quality Element

1. Although the Specific Plan would include sustainable residential building features, including the design of homes to be 15 percent above Title 24 requirements, the project is required to implement mitigation measures intended to reduce direct and cumulative air quality impacts to the greatest feasible extent. Implementation of the

mitigation measures would ensure consistency with the Air Quality Element. Not unlike other development projects in Riverside County, and as disclosed in the EIR No. 441 for the General Plan, direct and cumulative impacts to air quality would remain significant and unmitigable. Although the project would have significant direct air quality impacts and its contribution to air quality impacts would be cumulatively considerable, mitigation measures presented would reduce those impacts to the greatest extent possible, in accordance with SCAQMD, EPA, and CARB requirements. Implementation of the mitigation measures and recommendations provided in Section 3.3 of EIR No. 525 and in the air quality technical study would ensure that the proposed project would be consistent with the Air Quality Element and General Plan.

G. Housing Element

1. The purpose of the General Plan Housing Element is to meet the needs of existing and future residents in Riverside County through the establishment of policies to guide County decision-making and to establish an action plan to meet the County's housing goals in the next seven years. The project would further the goals of the General Plan Housing Element by reducing the use of energy in residences and providing higher density residential units that would contribute to meeting the County's housing needs. Although the land uses proposed by the project would require a GPA, there are no characteristics of the project that would inhibit the County's ability to achieve the goals set forth by the General Plan Housing Element. Accordingly, the proposed project would be consistent with the General Plan Housing Element and General Plan.

H. Administration Element

1. The Administration Element contains information regarding the structure of the General Plan as well as general planning principles and a statement regarding the vision for Riverside County. The General Plan Amendment proposed by the project

would be consistent with the Administration Element policies governing Foundation Amendments, as the proposed project would help to achieve the purposes of the General Plan through compliance with applicable General Plan policies.

BE IT FURTHER RESOLVED by the Board of Supervisors that the project would not conflict with the conservation requirements of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) in that:

A. The entire project site is within MSHCP criteria cells. The Keller Road realignment, intersections of Scott Road/Leon Road and SR 79/Max Gillis/Thompson Road, and off-site water line also occur within MSHCP criteria cells. Therefore, the cell criteria would result in conservation of between 49.8 and 66.2 acres along the northern portion of the project site. The SR 79/Domenigoni Parkway intersection lies outside of any criteria cells. The project proposes to conserve 61.1 acres. The 61.1 acres identified for conservation through the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process would be conserved in perpetuity by conveying the land in fee title or via conservation easement to the Regional Conservation Authority.

B. Approximately 0.26 acre (52 percent) of the on-site Riparian/Riverine resources would be avoided. This represents avoidance to the maximum extent practicable. Complete avoidance of the on-site Riparian/Riverine resources would eliminate the viability of the development on the site because of the distribution of the drainages across the site and the types of land uses proposed for the site. Mitigation for direct impacts would occur through acquisition of 0.46 credits from the Elsinore-Murrieta-Anza Resource Conservation District Riparian Mitigation Program and/or credits from the Barry Jones Wetland Mitigation Bank. No vernal pools exist on site, and no vernal pool target species addressed in Section 6.1.2 of the MSHCP policies are expected to occur. Accordingly, the proposed project would not conflict with the MSHCP policy related to required protection of species associated with riparian/riverine areas and vernal pools (MSHCP Section 6.1.2).

C. The proposed project would not affect any Narrow Endemic Plant Species, as no such species are present on site. Accordingly, the proposed project would not conflict with the MSHCP policy related to required protection of Narrow Endemic Plant Species (MSHCP Section 6.1.3).

D. Indirect effects to MSHCP conservation areas may be related to drainage, lighting, noise, and invasive species. The project would include design features to reduce indirect impacts to below a level of significance. Project design features would include treatment of project runoff, shielded lighting, avoidance of invasive plants species within the landscape palette, and fences and signs along the urban/wild land interface. These measures would serve to minimize any adverse effects of the project on conservation configuration and would minimize management challenges that can arise from development located adjacent to conserved habitat. Accordingly, the proposed project would not conflict with the MSHCP policy related to guidelines pertaining to the urban/wild lands interface (MSHCP Section 6.1.4).

E. Focused surveys for Criteria Area Species Survey Area (CASSA) plant species on site were negative. In addition, the proposed project is not anticipated to affect burrowing owls, as no individuals or active burrow locations were observed on site during focused surveys. Nonetheless, if burrowing owls are present on site prior to construction, impacts to this species may be significant. Implementation of the survey and relocation requirements (see Mitigation Measure D.2.c on page 14 of this Resolution No. 2013-197) would ensure consistency with the MSHCP. Accordingly, the proposed project would not conflict with the MSHCP policy related to required additional survey needs and procedures (MSHCP Section 6.3.2).

BE IT FURTHER RESOLVED by the Board of Supervisors that it has balanced the "economic, legal, social, technological, and other benefits of the Project, against the unavoidable adverse environmental effects thereof, and has determined that the following benefits outweigh and render acceptable those environmental effects: The air quality and noise impacts are outweighed and rendered

acceptable because the proposed project would preserve in perpetuity 61.1 acres of open space as MSHCP Conservation Land.

A. The air quality and noise impacts are outweighed and rendered acceptable because the proposed project would provide for a variety of housing types within the project site, which would assist the County in meeting for the County's overall housing needs.

B. The air quality and noise impacts are outweighed and rendered acceptable because development of the project will generate additional employment opportunities (during and following construction) for skilled labor within Riverside County. Environmentally superior project alternatives would not create an array of new employment opportunities to utilize the skilled labor pool within Riverside County to the same extent as the proposed Project, as each alternative would involve a substantial reduction in the amount of proposed construction and commercial/mixed use space.

C. The air quality and noise impacts are outweighed and rendered acceptable because the proposed project would implement improvements to roadways abutting and traversing the site in a manner consistent with the Riverside County General Plan Circulation Element (as amended by General Plan Amendment No. 889), including realignment of Keller Road as well as improvements to SR 79 at its intersections with Domenigoni Parkway, and Max Gillis Boulevard/Thompson Road, as well as the intersection of Scott Road/Leon Road.

D. The air quality and noise impacts are outweighed and rendered acceptable because the project will create an aesthetically pleasing and distinct urban residential community identity (sense of place) through the establishment of design criteria for architecture, landscaping, walls, street improvements, signs, entry monuments, and other planning and design features. Riverside County has determined and finds that it is more important in this case to obtain the benefit of the Project's aesthetic enhancement for the community than to forego the project out of regard for the air quality and temporary noise impacts.

E. The air quality and noise impacts are outweighed and rendered acceptable because the project will construct regional and community trails which will help to accommodate the

recreational needs of both project and nearby residents. Riverside County has determined and finds that it is more important in this case to obtain the benefit of the project's contribution to recreational facilities within the project area than to forego the project out of regard for the air quality and temporary noise impacts.

BE IT FURTHER RESOLVED by the Board of Supervisors that Specific Plan No. 380 is consistent with the Riverside County General Plan.

BE IT FURTHER RESOLVED by the Board of Supervisors that it has reviewed and considered EIR No. 525 in evaluating Specific Plan No. 380 that EIR No. 525 is an accurate and objective statement that complies with the California Environmental Quality Act and reflects the County's independent judgment, and that EIR No. 525 is incorporated herein by this reference.

BE IT FURTHER RESOLVED by the Board of Supervisors that it **CERTIFIES** EIR No. 525 and **ADOPTS** the Mitigation Monitoring and Reporting Plan specified therein. In the event of any inconsistencies between the mitigation measures as set forth herein and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

BE IT FURTHER RESOLVED by the Board of Supervisors that the Specific Plan No. 380, on file with the Clerk of the Board, including the final conditions of approval and exhibits, is hereby adopted as the Specific Plan of Land Use for the real property described and shown in the plan, and said real property shall be developed substantially in accordance with the plan, unless the plan is amended by the Board.

BE IT FURTHER RESOLVED by the Board of Supervisors that copies of the Specific Plan No. 380 shall be placed on file in the Clerk of the Board, in the Office of the Planning Director, and in the Office of the Building and Safety Director, and that no applications for other development approvals shall be accepted for real property described and shown in the project, unless such applications are substantially in accordance herewith.

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

ORDINANCE NO. 348.4767

AN ORDINANCE OF THE COUNTY OF RIVERSIDE

AMENDING ORDINANCE NO. 348 RELATING TO ZONING

The Board of Supervisors of the County of Riverside ordains as follows:

Section 1. Section 4.2 of Ordinance No. 348, and Official Zoning Plan Map No. 2.2353, as amended, are further amended by placing in effect in the French Valley area the zone or zones as shown on the map entitled, "Change of Official Zoning Plan Amending Ordinance No. 348, Change of Zone Case No. 7723", which map is made a part of this ordinance.

Section 2. Article XVIIa of Ordinance No. 348 is amended by adding thereto a new Section 17.119 to read as follows:

SECTION 17.119 S.P. ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC PLAN NO. 380.

a. Planning Area 1.

(1) The uses permitted in Planning Area 1 of Specific Plan No. 380 shall be the same as those permitted in Article VIb, Section 6.50 of Ordinance No. 348.

(2) The development standards for Planning Area 1 shall be the same as those permitted in Article VIb of Ordinance No. 348 except that the development standards set forth in Section 6.52 shall be deleted and replaced by the following:

A. The minimum lot size shall be two (2) acres.

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

b. Planning Areas 2 and 6.

(1) The uses permitted in Planning Areas 2 and 6 of Specific Plan No. 380 shall be the same as those permitted in Article IX, Section 9.1 of Ordinance No. 348.

(2) The development standards for Planning Area 2 and 6 of Specific Plan No. 380 shall be the same as those permitted in Article IX, Section 9.4 of Ordinance No. 348.

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

c. Planning Area 3.

(1) The uses permitted in Planning Area 3 of Specific Plan No. 380 shall be the same as those permitted in Article VI, Section 6.1 of Ordinance No. 348.

(2) The development standards for Planning Area 3 of Specific Plan No. 380 shall be the same as those permitted in Article VI, Section 6.2 of Ordinance No. 348 except that the development standards set forth in Article VI, Section 6.2.b, 6.2.c. and 6.2.d. shall be depleted and replaced by the following:

A. The lot area shall not be less than five thousand (5,000) square feet except that lots adjacent to Keller Road or to Street "B" as identified in the circulation plan for Specific Plan No. 380 shall be ten thousand (10,000) square feet in size. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site.

B. The minimum average width of that portion of a lot to be used as a building site shall be fifty (50') feet with an average depth of one hundred (100') feet. No flag lots shall be permitted.

C. The minimum frontage of a lot shall be fifty (50') feet, except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-five (35') feet. Lot frontage along curvilinear streets shall be measured at the building setback in accordance with zone development standards.

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

d. Planning Area 4.

(1) The uses permitted in Planning Area 4 of Specific Plan No. 380 shall be the same as those permitted in Article VIb, Section 6.50 of Ordinance No. 348.

(2) The development standards for Planning Area 4 of Specific Plan No. 380 shall be the same as those permitted in Article VIb except that the development standards set forth in Section 6.51 and Section 6.52 shall be depleted and replaced by the following:

A. No building shall exceed a height of forty (40) feet.

B. The minimum lot size for all lots within Planning Area 4 of Specific Plan No. 380 that are adjacent to Pourroy Road shall be two (2) acres and the minimum lot size for all other lots in Planning Area 4 shall be twenty thousand (20,000) square feet with no minimum lot width or depth dimensions.

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

e. Planning Area 5.

(1) The uses permitted in Planning Area 5 of Specific Plan No. 380 shall be the same as those permitted in Article VIIId, Section 8.91 except that the uses permitted pursuant to Section 8.91.c. and f.(1) shall not be permitted. In addition, the permitted uses under Section 8.91.g. shall include nonprofit community centers, administrative and professional offices, medical offices, pharmacies, health and exercise centers, hotels, motels, restaurants, financial institutions, real estate offices, museums, and independent and assisted living facilities that provide housing, services or nursing care for seniors.

(2) The development standards for one-family dwellings and multiple-family dwellings within Planning Area 5 of Specific Plan No. 380 shall be the same standards as

those identified in Article VIIId except that the development standard set forth in Section 8.93.d.a. shall be deleted and replaced by the following:

A. The minimum front-yard setback shall be not less than ten (10) feet, measured from the existing right-of-way.

(3) The development standards for commercial development within Planning Area 5 of Specific Plan No. 380 shall be the same standards as those identified in Article IXb, Section 9.53 of Ordinance No. 348. Additionally, the following development standard shall also apply:

A. The ratio between the total floor area of all building and structures compared to parcel size (Floor Area Ratio) shall be no greater than three (3).

(4) The development standards for commercial office development within Planning Area 5 of Specific Plan No. 380 shall be the same standards as those identified in Article IXd, Section 9.73. Additionally, the following development standard shall also apply:

A. The ratio between the total floor area of all buildings and structures compared to parcel size (Floor Area Ratio) shall be no greater than three (3).

(5) The development standards for independent and assisted living facilities within Planning Area 5 of Specific Plan No. 380 shall be the same standards as those identified in Article VIIId, Section 8.93, except that the development standards set forth in Section 8.93.d. shall be deleted and replaced by the following:

A. The front yard shall be not less than ten (10) feet, measured from the existing right of way.

B. Side yards shall not be less than a width of five (5) feet. Side yards on corner lots shall not be less than ten (10) feet from the existing

right-of-way unless abutted by a residential use, than the setback shall be at least twenty (20) feet.

C. The rear yard shall not be less than ten (10) feet unless abutted by a residential use, than the setback shall be at least twenty (20) feet.

D. No structural encroachments shall be permitted in the front, side, or rear yard except as provided for in Section 18.19 of Ordinance No. 348.

(6) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VIIId for residential uses, Article IXb for commercial uses, Article IXd for commercial office uses and Article VIIId for independent and assisted living facilities.

f. Planning Area 7.

(1) The uses permitted in Planning Area 7 of Specific Plan No. 380 shall be the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348, except that the uses permitted pursuant to Section 8.100.a.(1), (2), (3),(4), (5), (6), (8) and (9); b.(1); and c.(1) shall not be permitted. In addition, the permitted uses shall also include undeveloped open space.

(2) The development standards for Planning Area 7 of Specific Plan No. 380 of Ordinance No. 348 shall be the same as those standards identified in Article VIIIe, Section 8.101 of Ordinance No. 348.

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

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Section 3. This ordinance shall take effect 30 days after its adoption.

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

By_____
Chairman, Board of Supervisors

ATTEST:
CLERK TO THE BOARD

By_____
(Deputy)

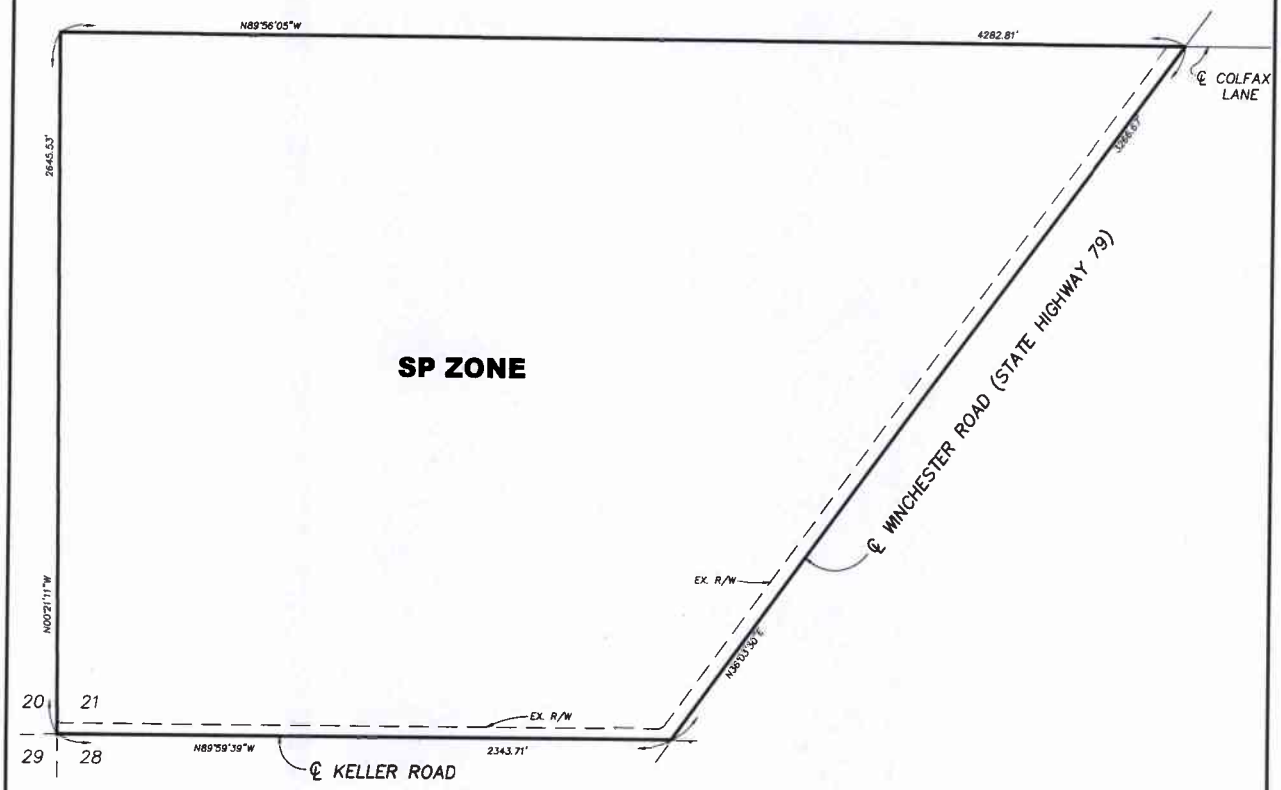
(SEAL)

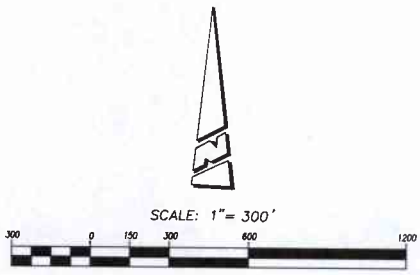
APPROVED AS TO FORM:
October 9, 2013

By_____
MICHELLE P. CLACK
Deputy County Counsel

MPC:md
10/09/13
G:\PROPERTY\MDUSEK\SPECIFIC PLAN ZONING ORDINANCES\SP 380 CZ 7723.DOCX

FRENCH VALLEY AREA
SECTION 21, TOWNSHIP 6 SOUTH, RANGE 2 WEST, S.B.M.





SP ZONE SPECIFIC PLAN (SP380)

MAP NO. 2.2353

CHANGE OF OFFICIAL ZONING PLAN

AMENDING

MAP NO. 2, ORDINANCE NO. 348

CHANGE OF ZONE CASE NO. 07723

ADOPTED BY ORDINANCE NO. 348.4767

DATE: NOVEMBER 5, 2013

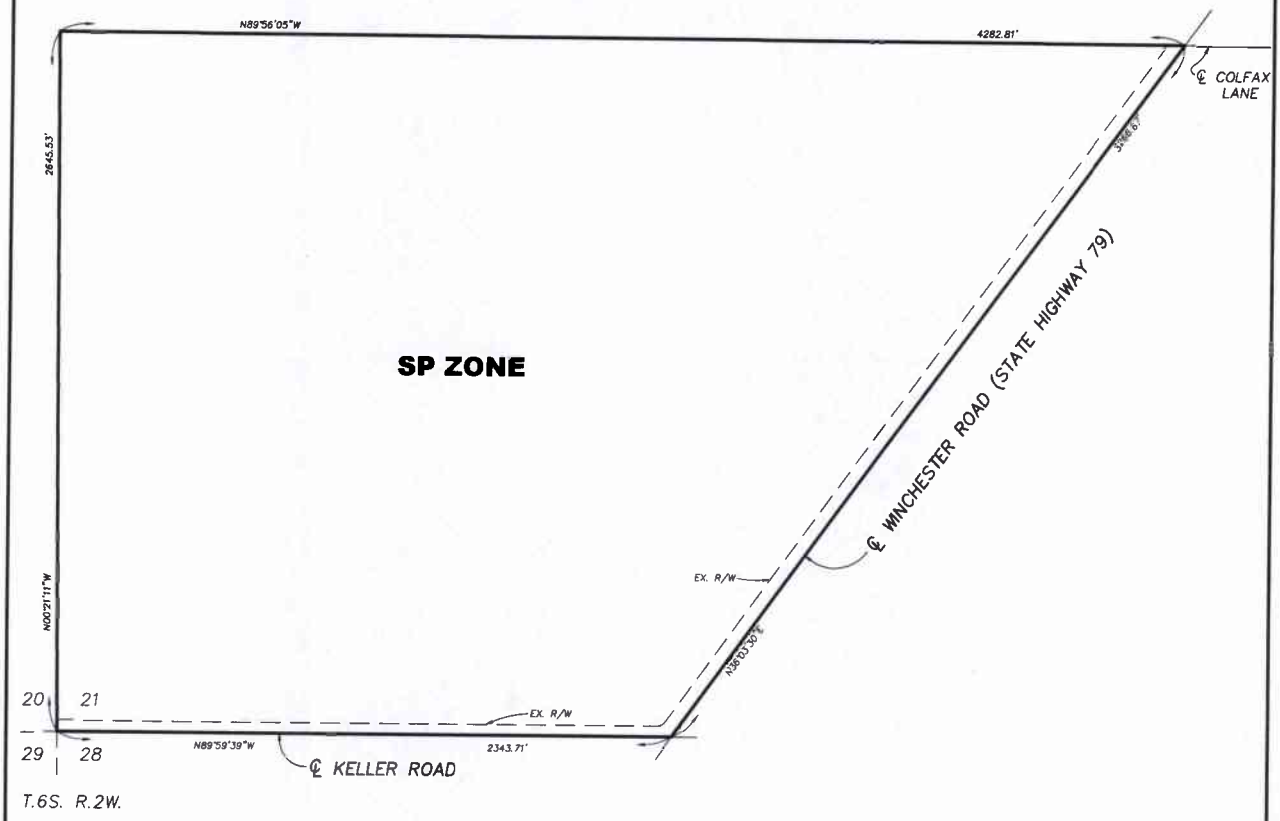
RIVERSIDE COUNTY BOARD OF SUPERVISORS

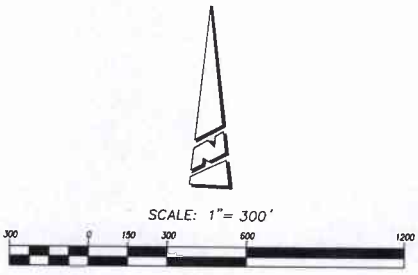
APN'S: 472-110-001 THROUGH 472-110-010

Plotted: Oct 15, 2013 - 5:15pm By: markg

DWG: Z:\06.067.000HannaProperty\Consultant Data\dwg\COZ-SP286 10-15-2013.dwg

FRENCH VALLEY AREA
SECTION 21, TOWNSHIP 6 SOUTH, RANGE 2 WEST, S.B.M.





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