

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



ITEM: 21.2
(ID # 13185)

MEETING DATE:

Tuesday, August 25, 2020

FROM: TLMA-PLANNING:

SUBJECT: TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: Public Hearing on GPA No. 190013, SP No. 286A7, CZ No. 1900017, and TTM No. 37715 - CONSIDER an ADDENDUM to ENVIRONMENTAL IMPACT REPORT NO. 374 (CEQ190044) - Applicant: MLC Holdings, Matt Maehara - Engineer/Representative: Huitt-Zollars, Steven Cook - Third Supervisorial District - Rancho California Zoning Area - Southwest Area Plan: Community Development: Commercial Retail (CD: CR) and Community Development: Very High Density Residential (CD: VHDR) - Location: North of Benton Road, South of San Remo Drive, East of Winchester Road, and West of Pourroy Road - 16.6 Acres - Zoning: Specific Plan - REQUEST: GPA No. 190013 is a proposal to modify the General Plan Land Use Designation of the project site from Community Development: Commercial Retail (CD: CR) and from Community Development: Very High Density Residential (CD: VHDR) to Community Development: High Density Residential (CD:HDR) . SP No. 286A7 is a proposal to amend the Land Use designation for Planning Area 40 from CR to HDR and for Planning Area 41 from VHDR to HDR, re-configure the boundaries and acreages of Planning Areas 40 and 41, and re-allocate the unused units from Planning Area 41 to Planning Area 40. CZ No. 1900017 proposes to revise the Specific Plan Zone Ordinance text and zoning map to reflect the re-configuration of the boundaries and acreages of Planning Area 40 and 41, and to modify the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40. TTM No. 37715 proposes to subdivide one (1) 16.6 acre lot into 140 residential lots and one lot for a pocket park. District 3. [Applicant Fees 100%]

RECOMMENDED MOTION: That the Board of Supervisors:

ACTION: Policy

Charissa Leach, Assistant TLMA Director

8/13/2020

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Washington, seconded by Supervisor Jeffries and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Spiegel, Washington, Perez and Hewitt
Nays: None
Absent: None
Date: August 25, 2020
xc: Planning

Kecia R. Harper
Clerk of the Board
By:
Deputy

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STATE OF CALIFORNIA**

RECOMMENDED MOTION: That the Board of Supervisors:

1. **CONSIDER** an **ADDENDUM** to **ENVIRONMENTAL IMPACT REPORT NO. 374** certified on April 29, 1997 based on the findings and conclusions incorporated in the Addendum that the Project will not have a significant effect on the environment and that none of the conditions described in State CEQA Guidelines section 15162 exist;
2. **TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 190013**, to modify the General Plan Land Use Designations from Community Development: Very High Density Residential (CD: VHDR) and Community Development: Commercial Retail (CD: CR) to Community Development: High Density Residential (CD: HDR) as shown on Figure 7, attached hereto, based on the findings and conclusions incorporated in the staff report, pending adoption of the General Plan Amendment resolution by the Board of Supervisors;
3. **TENTATIVELY APPROVE SPECIFIC PLAN NO. 286 AMENDMENT NO. 7**, subject to the attached advisory notification document and conditions of approval, based on the findings and conclusions incorporated in the staff report, pending adoption of the Specific Plan Amendment resolution by the Board of Supervisors;
4. **TENTATIVELY APPROVE CHANGE OF ZONE NO. 1900017**, to revise the Specific Plan Zoning Ordinance text and zoning map to reflect the re-configuration of the boundaries and acreages of Planning Areas 40 and 41, and the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40, in accordance with Exhibit No. 3, based upon the findings and conclusions incorporated in the staff report, pending final adoption of the Zoning Ordinance by the Board of Supervisors; and

APPROVE TENTATIVE TRACT MAP NO. 37715, subject to the attached advisory notification document and conditions of approval, and subject to the Board of Supervisors' adoption of the resolutions for GPA No. 190013 and Amendment No. 7 to Specific Plan No. 286, and the adoption of the zoning ordinance for Change of Zone No. 1900017.

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
NET COUNTY COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
SOURCE OF FUNDS: Applicant Fees 100%			Budget Adjustment: No	
			For Fiscal Year: N/A	

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

General Plan Amendment No. 190013 is a proposal to modify the General Plan Land Use Designation of the project site from Community Development: Commercial Retail (CD: CR) to

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Community Development: High Density Residential (CD:HDR) and from Community Development: Very High Density Residential (CD: VHDR) to Community Development: High Density Residential (CD:HDR).

Specific Plan No. 286 Amendment No. 7 is a proposal to amend the Land Use designation for Planning Area 40 from Commercial Retail to High Density Residential and for Planning Area 41 from Very High Density Residential to High Density Residential, re-configure the boundaries and acreages of Planning Areas 40 and 41, and re-allocate the unused units from Planning Area 41 to Planning Area 40. The total number of units proposed for Planning Area 40 would actually increase the current residential units within the overall Specific Plan from 4,720 units to 4,730 units. However, the Specific Plan No. 286 Amendment No. 7 remains consistent with the overall development envisioned within the Specific Plan and actually represents a reduced development intensity than what was originally evaluated in the Environmental Impact Report (EIR) No. 374.

Change of Zone No. 1900017 proposes to revise the Specific Plan Zoning Ordinance text and zoning map to reflect the re-configuration of the boundaries and acreages of Planning Area 40 and 41, and to modify the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40.

Tentative Tract Map No. 37715 proposes to subdivide one (1) 16.6 acre lot into 140 residential lots and one lot for a pocket park with a minimum lot size of 2,700 square feet and a density of 8.75 dwelling units per acre. Access into the subdivision will be provided from San Remo Drive and Benton Road. Two detention basins will be provided within the Project site; one located along the northwestern corner of the project site and the other to the east of the main entrance along Benton Road.

The Initial Study and Addendum prepared for this Project analyzed if any of the conditions listed in Section 15162 of the State CEQA Guidelines would occur in light of the proposed Project. It was determined that no new significant impacts would occur as a result of the proposed amendment to the Specific Plan that were not previously addressed in the prior EIR. No new impacts would result in terms of substantial environmental damage, serious public health problems, or substantial and avoidable injury to fish or wildlife or their habitats. Therefore, an Addendum to the prior EIR is the appropriate document pursuant to CEQA.

The Project site is located north of Benton Road, south of San Remo Drive, west of Pourrory Road, and east of Winchester Road.

Planning Commission Action

On July 15, 2020, the Planning Commission recommended the applicant to provide one of the lots as a pocket park, reducing the total number of residential lots from 141 residential lots to 140. The applicant agreed to the Planning Commission formal recommendation and provided a revised design as shown in the attachments. This minor change did not alter any of the environmental impact determinations as evaluated within the Initial Study and Addendum. The

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Planning Commission recommended the Board of Supervisors approve the project on a 4-0 vote.

Impact on Residents and Businesses

All potential project impacts have been studied under CEQA and noticed to the public pursuant to the requirements of the County.

ATTACHMENTS:

- A. Planning Commission Minutes**
- B. Planning Commission Staff Report Package**
- C. Planning Commission Memos**
- D. Specific Plan No. 286 Amendment No. 7**
- E. Specific Plan Zoning Ordinance No. 348----**
- F. Tentative Tract Map No. 37715 Exhibits**



Jason Farin, Principal Management Analyst 8/18/2020



Gregory V. Priamos, Director County Counsel 8/17/2020



**PLANNING COMMISSION
MINUTE ORDER
JULY 15, 2020**

I. AGENDA ITEM 4.5

GENERAL PLAN AMENDMENT NO. 190013, SPECIFIC PLAN NO. 286 AMENDMENT NO. 7, CHANGE OF ZONE NO. 1900017, and TENTATIVE TRACT MAP NO. 37715 – Intent to Consider an Addendum to Environmental Impact Report (EIR) No. 374 – CEQ1900440 – Applicant: MLC Holdings/Matt Maehara – Engineer/Representative: Huitt-Zollars/Steven Cook – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Community Development: Commercial Retail (CD-CR) – Community Development: Very High Density Residential (CD-VHDR) – Location: Northerly of Benton Road, southerly of San Remo Drive, easterly of Winchester Road, and westerly of Pourroy Road – 16.6 Acres – Zoning: Specific Plan.

II. PROJECT DESCRIPTION:

General Plan Amendment No. 190013 is a proposal to modify the General Plan Land Use Designation of the project site from Community Development: Commercial Retail (CD-CR) to Community Development: High Density Residential (CD-HDR) and from Community Development: Very High Density Residential (CD-VHDR) to Community Development: High Density Residential (CD-HDR). **Specific Plan No. 286A7** is a proposal to amend the Land Use designation for Planning Area 40 from Commercial Retail to High Density Residential and for Planning Area 41 from Very High Density Residential to High Density Residential, re-configure the boundaries and acreages of Planning Areas 40 and 41, re-allocate the unused units from Planning Area 41 to Planning Area 40. The total number of units proposed for Planning Area 40 and the overall Specific Plan remains consistent with the overall development of the Specific Plan and actually represents a reduced development intensity than what was originally evaluated in EIR No. 374. **Change of Zone No. 1900017** proposes to modify the Specific Plan Zone Ordinance text and Change of Zone Map to reflect the re-configuration of Planning Area boundaries and acreages, and modify the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40. **Tentative Tract Map No. 37715** a Scheduled "A" Map proposes to subdivide one (1) 16.6 acre lot into 141 residential lots with a minimum lot size of 2,700 sq. ft. and a density of 8.75 dwelling units per acre. Access into the subdivision will be provided from San Remo Drive and Benton Road. Two (2) detention basins will be provided within the Project site one located along the northwestern corner of the project site and the other to the east of the main entrance along Benton Road.

III. MEETING SUMMARY:

The following staff presented the subject proposal:

Project Planner: Deborah Bradford at (951) 955-6646 or email at dbradfor@rivco.org.

Spoke in favor:

Joel Morse, Applicant's Representative, 714-505-6360

Matthew Maehara, Applicant's Representative, 714-397-6461

Steven Cook, Applicant's Representative, 949-292-8487

No one spoke in opposition or in a neutral position.

IV. CONTROVERSIAL ISSUES:

None.

V. PLANNING COMMISSION ACTION:

Public Comments: Closed

Motion by Commissioner Thornhill, 2nd by Commissioner Leonard

By a vote of 4-0 (Commissioner Kroencke Absent)

ADOPT Planning Commission Resolution No. 2020-007; and,

The Planning Commission Recommend the Following Actions to the Board of Supervisors:

CONSIDER an Addendum to Environmental Impact Report No. 374; and,

TENTATIVELY Approve General Plan Amendment No. 190013; and,

TENTATIVELY Approve Specific Plan No. 286 Amendment No. 7; and,

TENTATIVELY Approve Change of Zone No. 1900017; and,

TENTATIVELY Approve Tentative Tract Map No. 37715, subject to the conditions of approval as modified.



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

4.5


Planning Commission Hearing: July 15, 2020

PROPOSED PROJECT

Case Number(s): GPA190013, SP286A7, CZ1900017, TTM37715
EA No.: CEQ190044 Addendum to EIR No. 374
Area Plan: Southwest
Zoning Area/District: Rancho California Area
Supervisory District: Third District
Project Planner: Deborah Bradford
Project APN(s): 963-100-008

Applicant(s): MLC Holdings,
Matt Maehara

Representative(s): Huitt-Zollars,
Steven Cook


 Charissa Leach, P.E.
 Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

General Plan Amendment No. 190013 is a proposal to modify the General Plan Land Use Designation of the project site from Community Development: Commercial Retail (CD: CR) to Community Development: High Density Residential (CD:HDR) and from Community Development: Very High Density Residential (CD: VHDR) to Community Development: High Density Residential (CD:HDR).

Specific Plan No. 286 Amendment No. 7 is a proposal to amend the Land Use designation for Planning Area 40 from Commercial Retail to High Density Residential and for Planning Area 41 from Very High Density Residential to High Density Residential, re-configure the boundaries and acreages of Planning Areas 40 and 41, and re-allocate the unused units from Planning Area 41 to Planning Area 40. The total number of units proposed for Planning Area 40 would actually increase the current residential units within the overall Specific Plan from 4,720 units to 4,730 units. However, the overall Specific Plan remains consistent with the overall development of the Specific Plan and actually represents a reduced development intensity than what was originally evaluated in EIR No. 374.

Change of Zone No. 1900017 proposes to revise the Specific Plan Zone Ordinance text and zoning map to reflect the re-configuration of the boundaries and acreages of Planning Area 40 and 41, and to modify the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40.

Tentative Tract Map No. 37715 proposes to subdivide one (1) 16.6 acre lot into 141 residential lots with a minimum lot size of 2,700 square feet and a density of 8.75 dwelling units per acre. Access into the subdivision will be provided from San Remo Drive and Benton Road. Two detention basins will be provided within the Project site; one located along the northwestern corner of the project site and the other to the east of the main entrance along Benton Road.

The description as included above and as further detailed in the Initial Study/Addendum will herein be referred to as the "Project".

The Project site is located north of Benton Road, south of San Remo Drive, west of Pourrory Road, and east of Winchester Road.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION:

ADOPT PLANNING COMMISSION RESOLUTION NO. 2020-007 recommending adoption of General Plan Amendment No. 190013 and Amendment No. 7 to Specific Plan No. 286 to the Board of Supervisors.

THAT THE PLANNING COMMISSION RECOMMENDS THAT THE BOARD OF SUPERVISORS TAKE THE FOLLOWING ACTIONS:

CONSIDER an **ADDENDUM** to **ENVIRONMENTAL IMPACT REPORT NO. 374** certified on April 29, 1997, based on the findings and conclusions incorporated in the Initial Study/Addendum that the Project will not have a significant effect on the environment and that none of the conditions described in State CEQA Guidelines section 15162 exist;

TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 190013, to modify the General Plan Land Use Designations from Community Development: Very High Density Residential (CD: VHDR) and Community Development: Commercial Retail (CD: CR) to Community Development: High Density Residential (CD: HDR) as shown on Figure 7, attached hereto, based on the findings and conclusions incorporated in the staff report, pending adoption of the General Plan Amendment resolution by the Board of Supervisors; and,

TENTATIVELY APPROVE SPECIFIC PLAN NO. 286 AMENDMENT NO. 7, subject to the attached advisory notification document and conditions of approval, based on the findings and conclusions incorporated in the staff report; pending adoption of the Specific Plan Amendment resolution by the Board of Supervisors and,

TENTATIVELY APPROVE CHANGE OF ZONE NO. 1900017, to revise the Specific Plan Zoning Ordinance text and zoning map to reflect the re-configuration of the boundaries and acreages of Planning Areas 40 and 41, and the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40, in accordance with Exhibit No. 3, based upon the findings and conclusions incorporated in the staff report, pending final adoption of the Zoning Ordinance by the Board of Supervisors; and,

TENTATIVELY APPROVE TENTATIVE TRACT MAP NO. 37715, subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions incorporated into the staff report, and subject to the Board of Supervisors' subsequent adoption of the resolutions for GPA No. 190013 and Amendment No. 7 to Specific Plan No. 286, and the subsequent adoption of the zoning ordinance for Change of Zone No. 1900017.

PROJECT DATA

Land Use and Zoning:	
Specific Plan:	Winchester 1800 - Specific Plan No.286
Specific Plan Land Use:	Very High Density Residential (VHDR) PA 41 and Commercial Retail (CR) PA 40.
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Very High Density Residential (VHDR) and Commercial Retail (CR) as reflected in SP 286 Land Use Plan.
Proposed General Plan Land Use Designation:	High Density Residential as reflected in proposed SP 286 Land Use Plan
Policy / Overlay Area:	Highway 79 Policy Area
Surrounding General Plan Land Uses	
North:	Community Development: Very High Density Residential (CD: VHDR)
East:	Community Development: Medium High Density Residential (CD: MHDR)
South:	Community Development: Low Density Residential (CD: LDR), Community Development: Very Low Density Residential (CD: VLDR), and Community Development: Commercial Retail (CD: CR)
West:	Community Development: Medium High Density Residential (CD: MHDR)
Existing Zoning Classification:	Specific Plan (SP) Planning Areas 40 and 41
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Specific Plan (SP) Planning Area 41
East:	Specific Plan (SP) Planning Area 39
South:	One Family Dwelling (R-1), Residential Agricultural, 1-acre lot minimum (R-A-1) and Rural Residential (R-R)
West:	Specific Plan (SP) Planning Area 42
Existing Use:	Vacant Land
Surrounding Uses	
North:	Residential Uses
South:	Vacant
East:	Residential Uses

West: Residential Uses

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	16.6 gross acres	N/A
Proposed Minimum Lot Size:	2,700 SF	2,700 SF
Total Proposed Number of Lots:	141	141, per proposed Specific Plan
Map Schedule:	"A"	

Located Within:

City's Sphere of Influence:	Yes – City of Temecula
Community Service Area ("CSA"):	No
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	No
Subsidence Area:	Yes – Susceptible
Fault Zone:	No
Fire Zone:	Yes – Very High, Local Responsibility Area (LRA)
Mount Palomar Observatory Lighting Zone:	Yes – Zone B
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes
Airport Influence Area ("AIA"):	Yes – French Valley Zone D and E

PROJECT LOCATION MAP



Figure 1: Project Location Map

PROJECT BACKGROUND AND ANALYSIS

Background:

The Winchester 1800 Specific Plan (SP No. 286) was adopted by the Riverside County Board of Supervisors on April 29, 1997 along with the certification of Environmental Impact Report (EIR) No. 374. The EIR analyzed the originally approved unit count of 5,806 units. At the time of its adoption the Specific Plan was comprised of 48 Planning Areas and 1,656.9 acres.

Amendment No. 1 was adopted on July 11, 2000 which amended Planning Areas 43, 44, 45, 46, and 47.

Amendment No. 2 was adopted on December 18, 2000 and added two additional Planning Areas 49 and 50 comprising of approximately 40.1 acres.

Amendment No. 3 was adopted on June 25, 2002 which added Planning Area No. 51 and an additional 40 acres.

Amendment No. 4 was adopted on March 23, 2004 which was administrative in nature for the reconfiguring and/or adjusting the statistical abstracts for Planning Areas 2B, 2C, 2D, 10B, 12, 13B, 14B, 15, 16, 17, 18, 19, 20, 21, 22, and 25.

Amendment No. 5 was adopted on June 5, 2007 which was for the refiguring of the land area and/or adjusted the statistical abstracts for Planning Areas 2A, 5, 7, 9, 10A, and 13A, to permit the implementation of a 180 condominium project.

Amendment No. 6 was adopted on June 2, 2015 which included substantial changes to modify the land uses and acreage for Planning Areas in the northern portion of the Specific Plan. This amendment reduced the total number of dwelling units from 4,870 to 4,720 by redesigning a 17.9 acre Planning Area from Very High Density Residential (VHDR) to Medium Density Residential (MDR) and reducing its acreage to 5.4 acres. This amendment also replaced a 10 acre elementary school site and a 50-acre park site with MDR and two new Planning Areas designated as Open-Space Conservation Drainage.

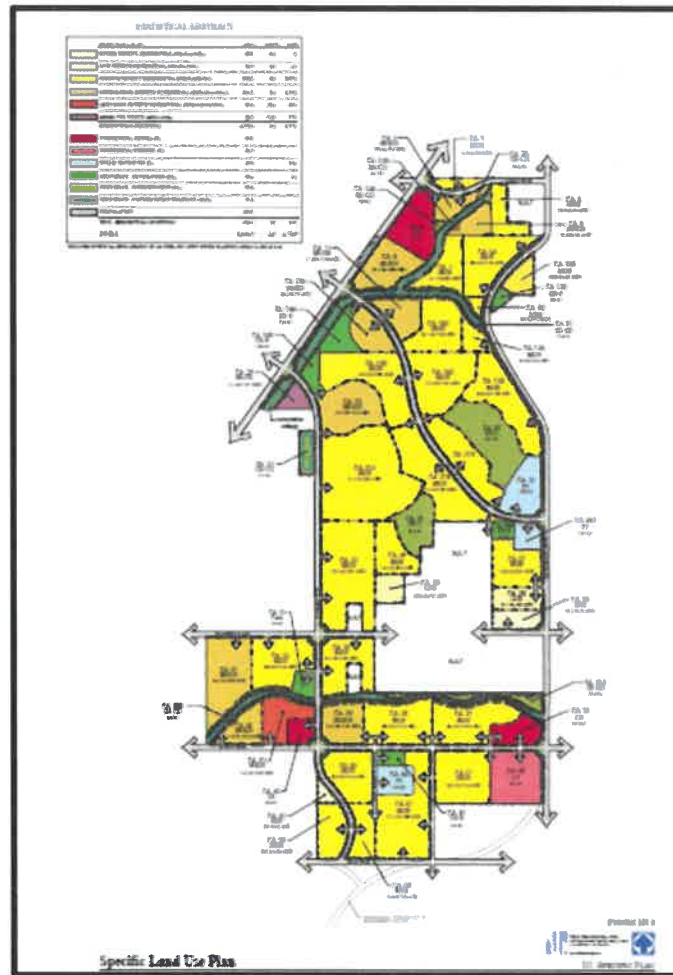


Figure 2: Current Specific Plan No. 286 Land Use Plan

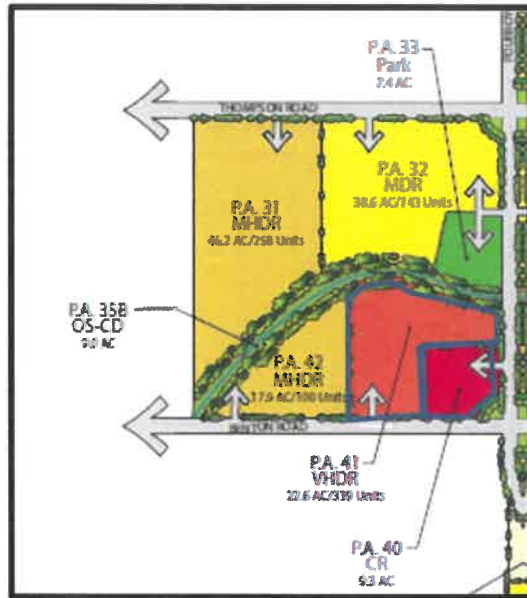


Figure 3: Specific Plan Land Use Plan Detail Planning Areas 40 and 41

File Nos Specific Plan No. 286A7, Change of Zone No. 1900017, and Tentative Tract Map No. 37715 were filed on May 1, 2019. General Plan Amendment No. 190013 was filed on October 15, 2019.

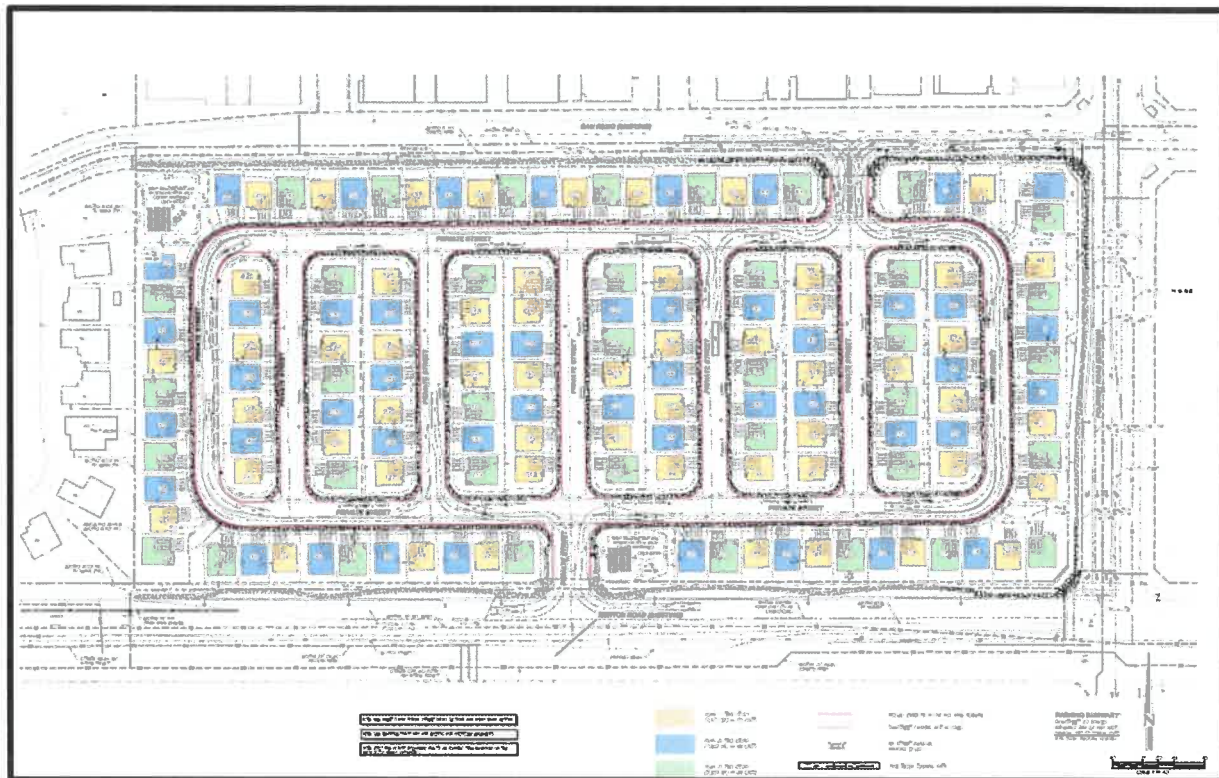


Figure 4. Tentative Tract Map No. 37715

General Plan Consistency: The proposed Project will result in changing the land use designation on the Project site from Very High Density Residential and Commercial Retail to High Density Residential. The proposed land use designation change will also be reflected through the Specific Plan Amendment and will remain consistent with the overall development plan for the Specific Plan. The proposed Change of Zone further implements the General Plan Amendment and Specific Plan Amendment. Findings necessary for the General Plan, Specific Plan Amendment and Change of Zone are detailed below within the Findings section of the staff report. The proposed Tentative Tract Map No. 37715 is consistent with the proposed land use designation of High Density Residential since the Tract Map will allow for the development of 141 residential units on 16.6 acres of land which results in a density of 8.75 dwelling units/acre. The General Plan's High Density Residential land use designation encourages a land use density range of 8-14 dwelling units/acre.

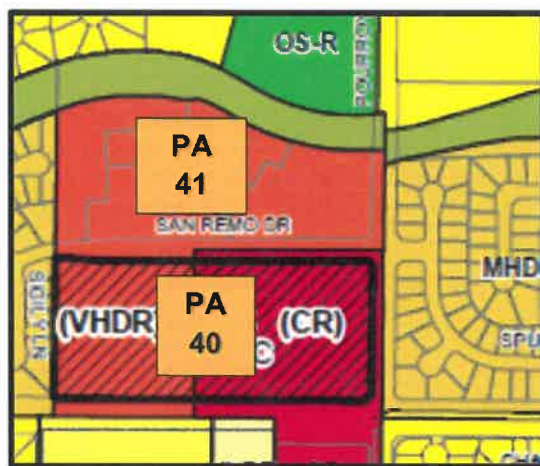


Figure 5: Reconfigured Planning Area 40 and 41

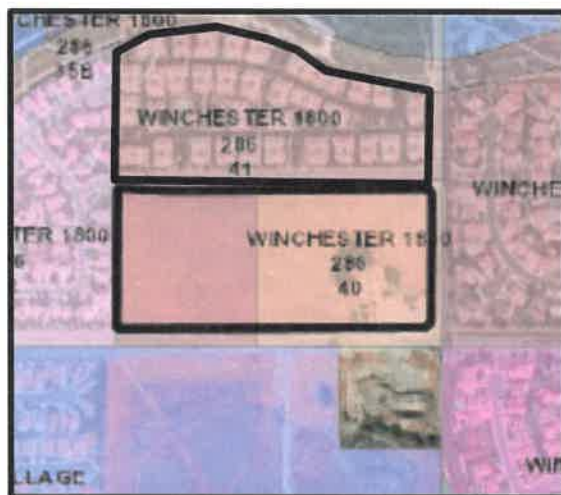


Figure 6: Map My County, Project site (PA 40) and PA 41

Ordinance No. 348 Consistency: The Project proposes to modify the Specific Plan Zoning Ordinance text related to Planning Area 40 to modify the allowed uses and development standards in this area to be based on the R-1 zoning classification of Ordinance No. 348, unless otherwise noted in the Specific Plan Zoning Ordinance. As provided in Ordinance No. 348, single family residential uses, light agricultural uses, home occupations, and planned residential development are the types of uses permitted by right or

by plot plan approval. The proposed Project is consistent with Ordinance No. 348 and the applicable development standards, as detailed below.

Off-site and Frontage Improvements: The proposed Tentative Tract Map is a Schedule 'A' map which requires improvements in regards to streets, water, fire protection, sewage disposal, fencing, and electrical and communication facilities. The following is a list of frontage and off-site improvements that are proposed and will further be provided as Project conditions of approval:

Additional right-of-way will be dedicated along the site's frontages along Benton and Pourroy Roads and improved with curb, gutter and sidewalks.

Right-of-way is proposed to be vacated along the site's frontage within San Remo Drive and six (6') foot wide curb-adjacent sidewalks will be constructed.

An 18 inch storm drain line within Benton Road will be installed to convey run-off from the on-site detention basin.

Approximately sixty-eight (68') feet of existing storm drain section within Benton road will be demolished.

Existing power poles and lines located along Benton and Pourroy Roads will be located underground.

Landscaping shall be improved within Benton Road, Pourroy Road, and San Remo Drive

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

State CEQA Guidelines Section 15162 provides that an addendum to an adopted Environmental Impact Report may be prepared if only minor technical changes or additions are necessary or if none of the conditions described below have occurred:

1. Substantial changes are proposed that would require major revisions to the EIR or negative declaration.

The proposed amendment includes the reallocation of units, increase the total number of units in the Specific Plan and re-configure the boundaries and acreages of Planning Areas 40 and 41. The proposed Amendment would modify the land use designation of Planning Area 40 from Commercial Retail (CR) to High Density Residential (HDR), provide for the development of 145 single-family homes (135 units reallocated from Planning Area 41) reconfigure the boundaries and increase the acreage of PA 40 from 9.3 acres to 16.6 acres. PA41 boundaries would also be reconfigured resulting in a reduction in acreage from 22.6 acres to 17.9 acres and to conform to the boundaries of Tentative Tract Map No. 31007. Additionally, the proposed amendment would modify the land use designation of Planning Area 41 from Very High Density Residential (VHDR) to High Density Residential (HDR) which reflects the existing development of 204 multi-family homes through the existing Tentative Tract Map No. 31007, rather than the designated 339 units as provided for in Specific Plan No. 286 A6 for PA41. The change in land use for Planning Area 40 from Commercial Retail (CR) to High Density Residential would increase the total number of units within the Specific Plan as amended by ten additional units from 4,720 to 4,730. However, when EIR No. 374 was certified the number of unit's analyzed in the EIR was 5,806 dwelling units.

The total number of units proposed for Planning Area 40 and the overall Specific Plan remains consistent with the overall development of the Specific Plan and actually represents a reduced development intensity than what was originally evaluated in EIR No. 374 and the Project would result in similar or reduced impacts from what was evaluated in EIR No. 374. Therefore, the proposed amendment to the Specific Plan would not result in substantial changes that would require major revision to the adopted EIR.

2. Substantial changes would occur requiring major revision of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The changes proposed by the Project would not result in an increase to the significant unavoidable impacts or impacts mitigated to less than significant in the previously identified in EIR No. 374. These impacts determined to be unavoidable, significant, and/or less than significant with mitigation were related to agricultural resources, air quality, biological resources, soils, cumulative noise and growth inducement. The Project does not propose additional development or substantially different type of development or uses that were not analyzed in the previous EIR. In fact, overall impacts are deemed to be less intensive than what was originally evaluated in EIR No. 374. No changes to the overall specific plan boundary are occurring as a result of this amendment, only boundary changes within the specific plan itself. The proposed Project would not result in an increase intensity than what was previously approved and analyzed. These proposed changes do not require major revision to the EIR.

3. New information of substantial importance, which was not known and could not have been know at the time the previous EIR was certified as complete or the negative declaration was adopted, which results in any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c) Mitigation measures or alternatives previously found not to be feasible would become feasible and would substantially reduce one or more of the significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative; or,
 - d) Mitigation measures or alternatives that are considerably different from those previously analyzed and would substantially reduce one or more significant effect on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

Subsequent to the certification of EIR No. 374, no new information of substantial importance has become available which was not known and could not have been known at the time the EIR No. 374 was prepared. Changes in law have occurred since certification of EIR No. 374 that have resulted in more environmentally-protective rules and regulations (e.g., increased energy efficiency, water conservation, fuel efficiency, etc.) to which the Project would be required to comply. Compliance with modern rules and regulations would result in decreased impacts to the environment as compared to what was assumed, evaluated, and disclosed by EIR No. 374.

The Initial Study and Addendum prepared for this Project analyzed if any of the conditions listed above would occur in light of the proposed Project. No new significant impacts would occur as a result of the

proposed amendment to the Specific Plan that were not previously addressed in the EIR. No new impacts would result in terms of substantial environmental damage, serious public health problems, or substantial and avoidable injury to fish or wildlife of their habitats. Therefore, an Addendum to the prior EIR is the appropriate document pursuant to CEQA.

Solar Energy:

Riverside County Climate Action Plan, as updated in 2019, includes Clean Energy Measure R2-CE1 which refers to the requirement of on-site energy production (including but not limited to solar) to any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development. Since the proposed Project is for the development of 141 residential dwelling units this measure is applicable to this Project and has been addressed in the Addendum and applicable conditions of approval are included for the Tentative Tract Map.

FINDINGS AND CONCLUSIONS

In order for the County to approve the proposed Project, the following findings are required to be made:

Land Use Findings:

1. The Project site (PAs 40 and 41) currently have a General Plan Land Use Designation of Very High Density Residential (VHDR) and Commercial Retail (CR), which is also reflected in Specific Plan No. 286. As proposed, the General Plan Amendment and Specific Plan Amendment would change the existing land use designations from Very High Density Residential (VHDR) and Commercial Retail (CR) to High Density Residential (HDR) in Planning Area 40 and from VHDR to HDR in Planning Area 41, which allows a density of 8-14 dwelling units/acre. The Change of Zone will further implement the Specific Plan Amendment with permitted uses and development standards to provide for the High Density Residential (HDR) density. As proposed, the Tentative Tract Map proposes 141 residential lots for a density approximately 8.75 dwelling units/acre; therefore, the Project is consistent with the proposed amended General Plan and Specific Plan.
2. The existing zoning is Specific Plan (Specific Plan No. 286). The Project proposes to change the Specific Plan Zoning Ordinance text to modify the development standards for Planning Area 40 as it pertains to minimum lot size and minimum lot frontage for lots with shared driveways. The proposed Tentative Tract Map which is for the subdivision of 141 residential units is consistent with the allowable uses and development standards proposed for Planning Area 40, which is detailed below in the Development Standards Findings.
3. The Project is located within the Highway 79 Policy Area of the General Plan and the Southwest Area Plan (SWAP). The Highway 79 Policy Area requires that development projects must produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Under the Highway 79 Policy, the permitted number of units is calculated using the County established mid-point for the approved designation. Under existing conditions, Planning Area 41 comprises 22.6 acres and is designated for VHDR land uses, which has a mid-point density of 17.0 dwelling units per acre (du/ac). Thus, the General Plan traffic model would have assumed Planning Area 41 would be developed with up to 384 dwelling units

(22.6 acres x 17 du/ac = 384 dwelling units). Pursuant to the Highway 79 Policy Area, this means that Planning Area 41 would be restricted to a maximum of 349 residential dwelling units in order to comply with the policy (i.e., 9% below 384 dwelling units). Of the 349 dwelling units, 204 units have already been built, which leaves 145 units available for reallocation to Planning Area 40. SPA 7 would reallocate all of these 145 “surplus” units from Planning Area 41 to Planning Area 40, and thus would not exceed the number of units allowed pursuant to the Highway 79 Policy Area. Although the Project’s Tentative Map would consist of 141 dwelling units, rather than 145 dwelling units, overall the allowed density in SP 286 actually will increase by 10 units, meaning that there is no overall decrease in the number of units which ultimately will be developed under SP 286.

Entitlement Findings:

General Plan Amendment:

For an Entitlement/Policy General Plan Amendment, the following findings are required to be made:

Pursuant to Ordinance No. 348, Section 2.4 C.2., the first two findings (C.2.a and C.2.b) are required and one additional finding (C.2.c through C.2.g) is also required. The additional finding selected as the additional finding (C.2.c) is that special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.

1. The proposed changes do not involve a change in or conflict with:
 - a. The Riverside County Vision.

The Riverside County Vision, in its discussion on Population Growth, specifically states, “Growth involving new development or expansion of existing development is consistently accompanied by the public improvements required to serve it” The proposed Amendment is consistent with the County vision related to Population Growth because it would accommodate development of PA 40 of Specific Plan No. 286 A7. The specific plan establishes land uses, Development Standards and Design Guidelines which provide for the creation of a high-quality and a well-planned community with the necessary public improvements, consisting of roadways and utilities, required to serve the proposed Amendment, consistent with the Southwest Area Plan and the County General Plan vision for population growth in this portion of the County.

On the topic of Our Communities and Their Neighborhoods, the Riverside County Vision states, “The pattern of development is now leading toward more efficient use of land resources and the incentives for intensification of development are working very effectively.” The proposed Amendment would not conflict and is consistent with this County Vision, because the proposed Amendment establishes residential land uses within PA 40, which would be a more efficient and feasible land use for that area at this time, than the previously approved commercial land uses at the site.

This is simply a sampling of the General Plan Vision Statement topics that the General Plan Amendment is consistent with and not an exhaustive list of Vision topics. There are no other provisions or statements within the Riverside County Vision that the General Plan Amendment is inherently inconsistent with. Therefore, the proposed General Plan Amendment would not conflict with the Riverside County Vision.

b. Any General Planning Principle Set forth in General Plan Appendix B:

The General Plan Principle IV.A1 states “It is the intent of the General Plan to foster variety and choice in community development, particularly in the choice and opportunity for housing in various styles, of various densities, of a wide range of prices and accommodating a range of life styles in equally diverse community settings, emphasizing compact and higher density choices.” The proposed Amendment is consistent with the County’s vision to provide a variety of styles, densities and prices, subject to the Specific Plan’s carefully crafted development standards and design guidelines, which ensure quality development.

The General Plan Principle IV.A.5 states, that “The creation of new cities/towns, villages and aggregated specific plan areas should be considered. The process of planning for new communities should be started so that when they are built they will have the infrastructure, the facilities, services, and economic sustainability to make them viable into the next century.” The proposed Amendment is consistent with this principal because Specific Plan No. 286 A7 includes appropriate land uses, development standards and design guidelines incorporated into this new development which foster housing variety and choice. The proposed Amendment would provide housing opportunities that will be marketable within the evolving economic profile of this portion of Riverside County.

The General Plan Principle IV A.6.c states, “Existing communities should be revitalized through development of under-used, vacant, redevelopment and/or infill sites within existing urbanized areas. To the extent possible, attention should be focused on brownfields and other urban sites whose rehabilitation provides not only economic benefits but also environmental improvements. Steps to implement this principle include: Redesigning vacant land for higher density uses or mixed use, and providing incentives for assemblage of smaller parcels to create feasible infill projects that meet community goals and objectives.” The Project will occur on a relatively small vacant parcel amongst predominantly residential uses. The General Plan Amendment will help provide uniformity with the adjacent residential projects and implement the overall intent of the General Plan.

This is simply a sampling of the Principles that the proposed General Plan Amendment is consistent with and not an exhaustive list of all consistent Principles. There are no Principles that the General Plan Amendment inherently conflict with. Therefore, the proposed General Plan Amendment would not conflict with the Riverside County General Planning Principles set forth in General Plan Appendix B.

c. Any Foundation Component designation in the General Plan.

The proposed land use designation would be within the same Foundation Component of the General Plan. Thus, the proposed General Plan Amendment is consistent with the Community Development Foundation.

2. The proposed amendment would either contribute to the achievement of the purposes of the General Plan or, at a minimum, would not be detrimental to them.

The purposes of General Plan are to set direction for land use and development in strategic locations, provide for the development of the economic base, establish a framework of the transportation system, and the preservation of extremely valuable natural and cultural resources. The Project is strategically

planning for land uses in the area by providing for needed residential development within an area with existing residential uses and removing a non-residential land use designation that is not feasible and potentially more impactful than residential development at this time. Therefore, the proposed General Plan Amendment would help contribute to the achievement of the purposes of the General Plan by strategically planning for appropriate land uses in specific locations; the Project therefore is not detrimental to the purposes of the General Plan. .

3. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.

The General Plan states that the amount of land designated as Commercial Retail exceeds the amount anticipated to be necessary to serve the population at buildout. For that reason, the General Plan anticipates a conversion of approximately 60% of the Commercial Retail land use designations to convert to Medium Density Residential. Therefore, the conversion of the Commercial Retail portion of the site to residential use is specifically anticipated in the General Plan.

Since 2008 when the last substantial update to the General Plan commenced, a General Plan Amendment (GPA00945) to add approximately 4.5 acres of Commercial Retail (CR) land use designation was approved nearby the Project site at the southeast corner of Auld Road and Pourroy Road approximately a ½-mile from the Project site. To date, no commercial retail has been constructed at that location. Furthermore, the Project site has been vacant since its designation as Commercial Retail since at least 1997. In the twenty three (23) years since, the Project site has been unable to attract a viable development or project with its current land use designation. Additionally, the demand for traditional brick and mortar retail has shifted progressively since the site was originally designated for Commercial Retail and even since 2008 with more retail occurring online rather than via brick and mortar shops. Since the onset of the Covid 19 pandemic, the explosive growth in ecommerce has only grown larger in scope and scale compared to other commercial retail establishments. This has further reduced the demand and need for the amount of Commercial Retail land use designations in the area. The proposed Project presents a viable use for the site with a High Density Residential land use designation. This represents a special circumstance on the market for commercial land uses in the area that was not anticipated in the prior update to the General Plan that commenced in 2008.

Additionally, the State of California's "housing crisis" as declared by the Governor, is considered an additional special circumstance/condition that has emerged and was unanticipated during the last update of the General Plan. The proposed Amendment would provide for an additional 141 single-family homes in a compact neighborhood design, which is a unique, relatively affordable, and more accessible housing opportunity than what is the predominant housing market for houses on larger lots. Homes on smaller lots are more accessible to residents in a wider range of economic levels and a variety of lifestyles because they present an opportunity for homeownership without the financial and maintenance burdens of large lot ownership. While greater density could be proposed by the Project for potentially more affordable homes, the Project is limited by the Highway 79 Policy Area in increasing the amount of residential units permitted within the Specific Plan. Therefore, the combined changes to the Commercial Retail land use designation, the housing crisis prompting the need for more affordable housing, and the limits of the Highway 79 Policy Area represent special circumstances and result in the specific density proposed by the Project.

Specific Plan Amendment:

1. The Project proposes to change the land use designation of Planning Areas 40 and 41 from Commercial Retail (CR) and Very High Density Residential (VHDR) respectively to High Density Residential (HDR). Additional modifications to the text includes planting materials utilized to be consistent with the French Valley Airport Compatibility Plan, planning area standards in regards to minimum lot frontage for lots with shared driveways, and shared driveways free and clear to ensure visibility of dwelling units. The modifications to the Specific Plan text will not result in changes that will change or intensify the overall development plan for the area. Furthermore, the proposed amendment will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, because Planning Areas 40 and 41 have always been proposed for development and appropriate mitigation measures have been incorporated into EIR No. 374 to insure protection of these species and habitat.

The Project is consistent with the overall Specific Plan, which provides for a variety of residential housing opportunities on a variety of lot sizes and densities, including commercial, commercial recreation, parks and open space uses to serve the neighborhoods within the Specific Plan. The Project site (PA 40) will provide 141 single-family detached residential dwelling units on 2,700 square foot minimum lots providing consistency with the development plan of the Specific Plan. The proposed Specific Plan Amendment will also be consistent with the General Plan as proposed to be amended.

Change of Zone:

1. The Project site is zoned Specific Plan. Change of Zone No. 1900017 proposes to modify the Specific Plan Zone Ordinance text and zoning map Map to reflect the re-configuration of Planning Area boundaries and acreages, minimum lot size requirements, permitted uses, and other development standards for Planning Areas 40 and 41. The proposed changes to the zoning ordinance remains consistent with the SP No. 286 Land Use Plan as proposed to be amended and specific plan text and remains consistent with the General Plan as amended.

Tentative Tract Map:

Tentative Tract Map No. 37715 is a Schedule "A" map proposal to subdivide 16.6 gross acres into 141 residential lots with a minimum lot size of 2,700 square feet. The findings required to approve a Map, pursuant to the provisions of the Riverside County Zoning Ordinance No. 460, are as follows:

1. The design of the tentative tract map is consistent with the County's General Plan. General Plan Principle IV.A.1 provides that the intent of the General Plan is to foster variety and choice in community development, particularly in the choice and opportunity for housing in various styles, of varying densities and of a wide range of prices and accommodating a range of life styles in equally diverse community settings, emphasizing compact and higher density choices. General Plan Principle IV.A.4 states that communities should range in location and type from urban to suburban to rural. General Plan Principle IV.B.1. promotes the development of a "unique community identity" which creates a sense of place by retaining distinct edges and sufficient open space between scattered urbanized areas. The proposed tentative tract map will comply with the General Plan by providing a variety of housing types in single-family residential community, promoting the unique characteristics of the Southwest Area Plan.

Project implementation will be consistent with the overall SP No. 286 which was prepared to provide an essential link with the policies and goals of the County of Riverside's General Plan and Southwest Area Plan. The proposed land division will ultimately result in a residential development that will be consistent with the overall density, architectural design, and landscaping as envisioned by the Specific Plan as originally adopted. Therefore, the proposed Project is consistent with this finding.

2. The Project is a proposal to subdivide 16.6 gross acres into 141 residential lots. The site is physically suitable for the type of development and density proposed due to its frontage on San Remo Drive and Benton Road and the availability of infrastructure and accessibility to existing utilities and services. Additionally, the site does not have any topographical features or environmental constraints that would result in the inability to develop the Project site. Therefore, the proposed Project is consistent with this finding.
3. The design of the proposed map or proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat as detailed in the Addendum to the Environmental Impact Report for the Project.
4. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. The residential uses proposed and the removal of the commercial component for Planning Area 40, and the reconfiguration of boundaries would not result in an increase to the significant unavoidable impacts or impacts mitigated to less than significant in the previously identified EIR No. 374. These impacts determined to be unavoidable, significant, and/or less than significant with mitigation were related to agricultural resources, air quality, biological resources, soils, cumulative noise and growth inducement. As part of the prior EIR, it was determined that specific economic, social, and other considerations exist to override these significant impacts pursuant to CEQA. The Project does not propose additional development or substantially different type of development or uses that were not analyzed in the previous EIR. No changes to the overall specific plan boundary are occurring as a result of this amendment. The proposed Project would not result in an increase in intensity than what was previously approved and analyzed. Therefore, it was determined that no impacts would result in terms of substantial environmental damage, serious public health problems, or substantially and avoidably injure fish or wildlife or their habitat.
5. As indicated in the included project conditions of approval, the proposed land division includes the type of improvements as required by the Riverside County Land Division Ordinance No. 460 Section 10.5 for a Schedule 'A' Map as detailed below:
 - a) Streets – All road improvements within the project boundaries will be constructed to ultimate County standards in accordance with Ordinance Nos. 460 and 461. All interior streets within the Project boundary are designed as Private Interior Streets and will be improved with 33 foot full width AC pavement, curb, gutter, and sidewalks. Additional right-of-way will be dedicated along the site's frontages along Benton and Pourroy Roads and improved with curb, gutter and sidewalks. Right-of-way is proposed to be vacated along the site's frontage within San Remo Drive and six (6') foot wide curb-adjacent sidewalks will be constructed. Private entry streets at Benton Road and San Remo Drive are reserved private streets and shall be improved with 50 foot full-width AC pavement, with curb, gutter and sidewalk on both sides. Therefore, with the design standards for street improvements as stated in the advisory notification document

- and standard conditions of approval the requirements of Ordinance No. 460 10.5 (A)., as it pertains to streets will be met.
- b) Domestic Water - Domestic water service will be supplied by Eastern Municipal Water District (EMWD) via underground pipes consistent with the requirements set forth in California Administrative Code Title 22, Chapter 16. Therefore, with the requirements of the advisory notification document, and EMWD requirements, compliance with Ordinance No. 460 10.5 (B), as it pertains to domestic water, will be met.
 - c) Fire Protection – Fire protection improvements include but are not limited to; independent paved access to the nearest paved road, emergency vehicular access roads capable of sustaining an imposed load of 75,000 lbs., approved Fire Department access roads shall be in place during construction, temporary fire access roads shall be approved by the Fire Prevention Bureau, fire lanes and fire apparatus access roads shall have an unobstructed width of not less than 24 feet and the location, minimum number, and spacing of hydrants shall comply with the California Fire Code (CFC) and NFPA 24. Therefore, with standard conditions of approval the requirements of Ordinance No. 460 10.5 (C), as it pertains to fire protection will be met.
 - d) Sewage Disposal – Sewer service will be supplied by Eastern Municipal Water District. Therefore, with the requirements of the advisory notification document, and EMWD requirements, compliance with Ordinance No. 460 10.5 (D), as it pertains to sewage disposal, will be met.
 - e) Fences – At minimum the Project is required to provide six-foot high chain link fencing along any canal, drain, expressway, or other feature deemed hazardous. Fencing is proposed around the perimeter of the two water detention basins proposed within the Project site. The subdivision fencing around the perimeter and interior of the Project site will be in compliance with Specific Plan No. 286 Design Guidelines in regards to theme walls, view fencing, and side and rear yard fencing. Therefore, the requirements of Ordinance No. 460 10.5 (E) as they pertain to fencing have been met.
 - f) Electrical and Communication Facilities – All electrical power, telephone, communication, street lighting, and cable television lines shall be to be placed underground. Therefore, with this condition of approval the requirements of Ordinance No. 460 10.5 (F) as they pertain to the installation of electrical and communication facilities have been met.
- 6. The design of the proposed land division and its types of improvements will not conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed land division because, Project design will ensure there will be no conflict with providing accessibility. Therefore, the proposed Project is consistent with this finding.
 - 7. The lots or parcels as shown on the Tentative Map are consistent with the minimum size allowed by the Project site's Specific Plan Zoning Ordinance which as modified by the Change of Zone will allow for a minimum lot size of 2,700 square feet. As proposed the 141 residential lots will range in size from 2,700 square feet to 6,547 square feet. Therefore, the proposed Project is consistent with this finding.

Development Standards Findings:

1. The existing Zoning Classification for the Project site is Specific Plan. Development standards for Planning Areas 40 of Specific Plan No 286 A7 are provided for in the proposed Specific Plan Zoning Ordinance No. 348.XXXX. The development standards of Planning Area 40 that are not specifically noted in the Specific Plan Zoning Ordinance will be subject to those standards as identified in Section 6.2 (R-1 Zone) of Ordinance No. 348.

With the adoption of the proposed Specific Plan Zoning Ordinance, the following development standards shall apply to Planning Area 40:

- A. *Building height shall not exceed 3 stories with a maximum height of 40 feet.* Since, the proposed Project is for a land division development plans have not been submitted. However, once development plans are submitted, they will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project.
- B. *Lot area shall not be less than two thousand seven hundred (2,700) square feet.* As shown on the Tentative Tract Map exhibit, residential lots range in size from 2,700 square feet to 6,457 square feet. The proposed Project meets this development standard.
- C. *The minimum average width of that portion of a lot to be used as a building site shall be forty feet (40') with a minimum average depth of sixty-eight feet (68'). That portion of a lot used for access on "flag" lots shall have minimum width of twenty feet (20').* As shown on the Tentative Tract Map exhibit, lot widths are a minimum of forty feet (40') except for those lots located on a knuckle or cul-de-sac which allows for a minimum 35 foot width. Lot 36 is considered a flag lot and is provided with a twenty foot (20') access way. The proposed Project meets these development standards.
- D. *The minimum frontage of a lot shall be forty feet (40') except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of twenty feet (20') and flag lots may have a minimum frontage of twenty feet (20'). The minimum frontage of each abutting lot utilizing shared private driveways shall be fifteen (15') feet, provided that the combined frontage of these abutting lots have a minimum combined frontage of thirty-five feet (35').* Lots 4, 5, 14, and 15 are provided with shared driveways and are located along the knuckle of the street. Individually, the minimum driveway width is fifteen feet (15') but combined are thirty-five feet (35') in width. Lot 36 is considered a flag lot and is provided with a twenty foot (20') access way. The proposed Project is in compliance with this development standard.
- E. *Minimum yard requirements are as follows:*
 1. *The minimum front yard setback to a habitable portion of the main building shall be eight feet (8') measured from edge of the right-of-way or the back of sidewalk for a private residential street.* Since, the proposed Project is for a land division development plans have not been submitted. However, once development plans are submitted the applicable entitlements and subsequent development of the Project site will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project.

2. *Side yards on interior and through lots shall be not less than four feet (4') in width. Side yards on corner and reversed corner lots shall be not less than ten feet (10').* Since, the proposed Project is for a land division development plans have not been submitted. However, once development plans are submitted the applicable entitlements and subsequent development of the Project site will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project.
 3. *The rear yard shall not be less than ten feet.* Since, the proposed Project is for a land division development plans have not been submitted. However, once development plans are submitted the applicable entitlements and subsequent development of the Project site will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project.
 4. *Chimneys, fireplaces, and other unhabitable architectural features that extend beyond the building face shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.* Since, the proposed Project is for a land division development plans have not been submitted. However, once development plans are submitted the applicable entitlements and subsequent development of the Project site will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project.
- F. *Each dwelling unit shall provide a minimum of two (2) garage spaces.* Ordinance No. 348 Section 18.12 requires that 2 spaces per dwelling unit are provided for single family residential uses. Since, the proposed Project is for a land division development plans have not been submitted. However, once development plans are submitted the applicable entitlements and subsequent development of the Project site will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project. Each unit is anticipated to include an attached garage that would provide at least 2 parking spaces in addition to spaces that may be available on driveways on each lot depending on final design.
- G. *In no case shall more than eighty percent (80%) of any lot be covered by dwelling.* Since, the proposed Project is for a land division development plans have not been submitted. However, once development plans are submitted the applicable entitlements and subsequent development of the Project site will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project.
- H. *The minimum front yard setback for garages shall be eighteen feet (18') measured from the right-of-way, or the back of sidewalk for a private residential street.* Since, the proposed Project is for a land division development plans have not been submitted. However, once development plans are submitted the applicable entitlements and subsequent development of the Project site will be required to comply with the Specific Plan text and applicable County

Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project.

- I. *"No Parking" curb striping shall be provided at the outside curve of knuckle and corner conditions.* The Specific Plan Plotting Diagram for Planning Area 40, Table IV-1 provides a footnote that "No Parking" curb striping will be provided at the outside curve of knuckle and corner conditions. The Project site will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project. Therefore, the Project is in compliance with this Development Standard.
- J. *Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.* The Specific Plan Plotting Diagram for Planning Area 40, Table IV-1 provides a footnote that "zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning". The Project site will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project. Therefore, the Project is in compliance with this Development Standard.
- K. *Shared private driveways are allowed from a private street to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length.* Lots 4, 5, 14, and 15 are provided with shared driveways and are located along the knuckle of the street. Individually, the minimum driveway width is fifteen feet (15') but combined are thirty-five feet (35') in width. The Project site will be required to comply with the Specific Plan text and applicable County Ordinances, specifically Ordinance No. 348 as noted in the Advisory Notification Document (AND) for the proposed Project. Therefore, the Project is in compliance with this Development Standard.

Other Findings:

1. This Project is not located within a Criteria Cell of the Western Riverside County MSHCP. Accordingly, this Project fulfills the Conservation Area requirements of the MSHCP and is consistent with the MSHCP.
2. The project site is located within the City of Temecula's Sphere of Influence. This Project was provided to the City of Temecula for review and comment. No comments were received either in favor or opposition of the Project.
3. The Project site is located within Zones D and E of the French Valley Airport Influence Area (AIA) boundary and is therefore subject to the Airport Land Use Commission (ALUC) review. This Project was submitted to ALUC for review on February 13, 2020, and was found consistent with the 2011 French Valley ALUCP subject to conditions. These conditions are comprised of but not limited to; lighting specifications preventing the use of flashing light, hooding or shielding lights to prevent spillage of lumens or reflection into the night sky, no use that could cause reflection of sunlight towards an aircraft, no use which could generate smoke or vapor that would attract large numbers of birds that could affect aircraft navigation, ground level or above ground level detention shall be designed and maintained so that there is a maximum 48 hour detention period and remains dry between rainfalls, and landscaping in the basins shall be in accordance with the guidance provided in ALUC's

“Landscaping Near Airports” brochure. All conditions required by ALUC are incorporated into the advisory notification document and conditions of approval for this Project.

4. The Specific Plan EIR was certified on April 29, 1997 at which time AB52 was not in effect. The Project site as proposed is within the Specific Plan project boundaries as analyzed in EIR No. 374 at which time it was determined that eight archaeological sites were identified within the Winchester 1800 SP boundaries. In addition, EIR No. 374 found that prehistoric resources may be identified in buried context and impacted during buildout of the Winchester 1800 Specific Plan. Impacts were disclosed as potentially significant, and were determined to be reduced to less-than-significant levels with the incorporation of mitigation. The Project at hand, which includes General Plan Amendment No. 190013 and Specific Plan No. 286 Amendment No. 7 requires notification pursuant to Senate Bill No.18 (SB18). SB18, like AB 52 also includes notification of tribes. Each tribe is provided ninety (90) days to request consultation. SB18 notifications were sent out November 1, 2019, the 90 days concluded on February 1, 2020. Two tribes requested consultation, Pechanga Band of Mission Indians, and Soboba Band of Mission Indians. To ensure protection of any cultural or tribal resources specific advisory notification statements and conditions of approval have been provided for this Project.
5. The Project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The Project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.
6. The Project site is located within the Fee Assessment Area of the Stephen’s Kangaroo Rat Habitat Conservation Plan (SKRHCP). Per County Ordinance No. 663 and the SKRHCP, all applicants who submit for development permits, including maps, within the boundaries of the Fee Assessment Area who cannot satisfy mitigation requirements through on-site mitigation, as determined through the environmental review process, shall pay a Mitigation Fee of \$500.00 per gross acre of the parcels proposed for development. Payment of the SKRHCP Mitigation Fee for this Project, instead of onsite mitigation, will not jeopardize the implementation of the SKRHCP as all core reserves required for permanent Stephen’s Kangaroo Rat habitat have been acquired and no new land or habitat is required to be conserved under the SKRHCP.

Fire Findings:

1. The project site is located within a Very High/High Fire Hazard Area and is within the Local Responsibility Area (LRA) for fire protection services. Being in a LRA is not subject to Title 14 requirements. However, Ordinance No. 460 does not distinguish between State Responsibility and Local Responsibility areas in terms of secondary access, construction materials, and location of fire hydrants, water systems and fire flow. The following additional findings have been met:
 - a. The proposed subdivision, Tentative Tract Map No. 37715 will ultimately result in the construction of 141 residential units and is in compliance with sections 4290 and 4291 of the Public Resources Code in that the applicant is providing adequate circulation throughout the subdivision. As provided in the Specific Plan document, zero-inch/mountable/rolled curbs will be provided at knuckle and corner conditions to allow for fire truck turning. In addition, fire hydrants will be located within the subdivision at the appropriate distancing requirements, and Class A construction materials will be required. Plans for the proposed water system for fire protection shall be reviewed by the Fire Department prior to recordation of the Map and prior to the issuance of a grading permit a

fire protection/vegetation management plans shall also be provided to the Fire Department for review and approval.

- b. Fire protection and suppression services are available for the site through the County of Riverside Fire Department.

With incorporation of standard conditions of approval the Project meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 et seq. of the Public Resources Code, the regulations adopted thereto, and Riverside County Ordinance No. 787. All necessary roadway infrastructure exists and the project site is located adjacent to San Remo Drive and Benton Road.

Conclusion:

1. For the reasons discussed above, as well as the information provided in EIR No. 374 for Specific Plan No. 286, the proposed Project conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. Moreover, the proposed Project would not be detrimental to the health, safety or general welfare of the community.

PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

This project was advertised in the Press Enterprise Newspaper. Additionally, public hearing notices were mailed to property owners within 600 feet of the project site. As of the writing of this report, Planning Staff has not received written communication/phone calls from any person who indicated support or opposition to the proposed Project.

RESOLUTION 2020-007
RECOMMENDING ADOPTION OF
GENERAL PLAN AMENDMENT NO. 190013

WHEREAS, pursuant to the provisions of Government Code Section(s) 65350/65450 et seq., a public hearing was held before the Riverside County Planning Commission in Riverside, California on July 15, 2020 to consider the above-referenced matter; and,

WHEREAS, all the procedures of the California Environmental Quality Act and the Riverside County Additional Procedures to Implement the California Environmental Quality Act have been satisfied and the recommendation to consider AN Addendum to Environmental Impact Report No. 374 pursuant to State CEQA Guidelines Section 15162 and has been evaluated in accordance with the above-referenced Act and Procedures; and,

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

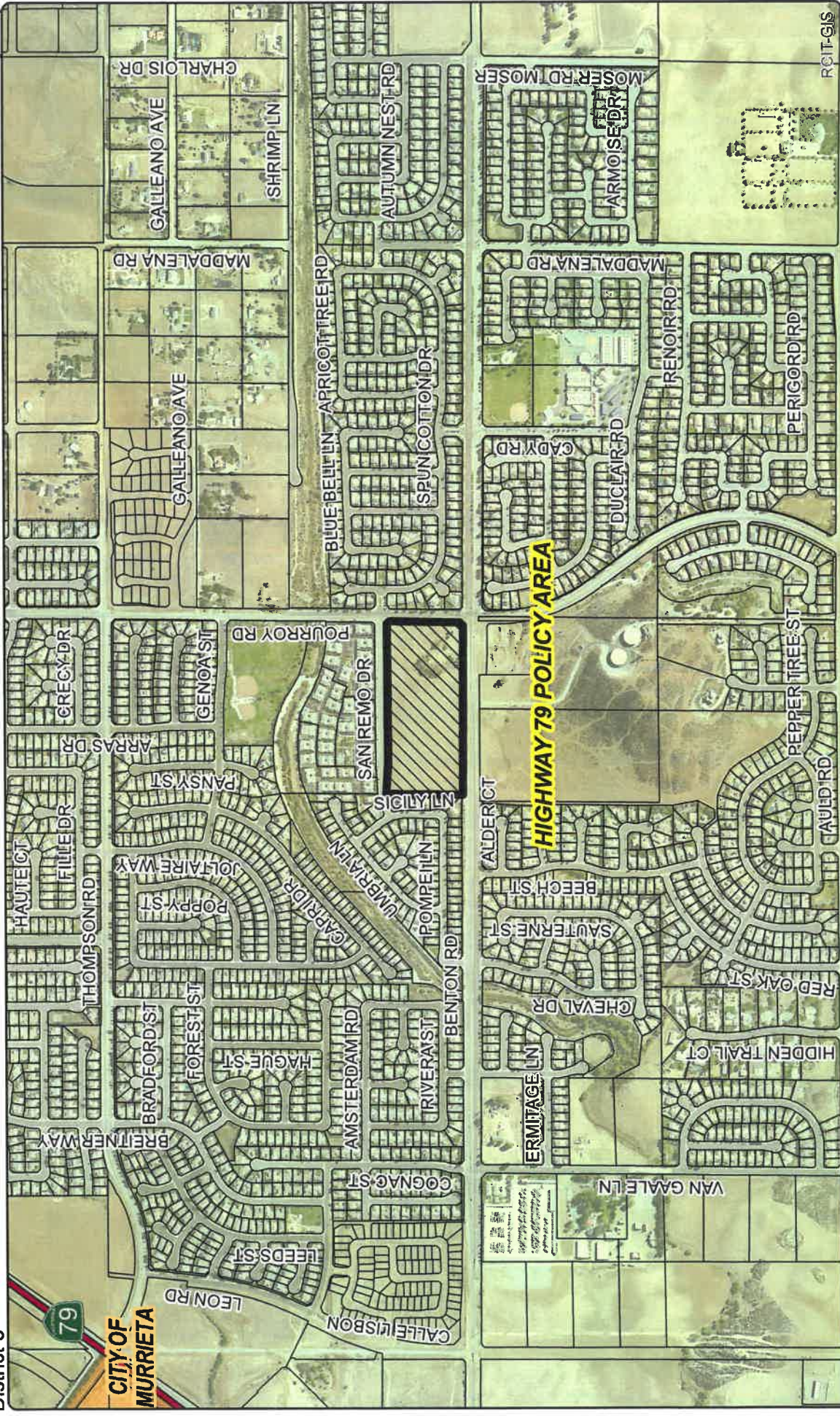
BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Planning Commission of the County of Riverside, in regular session assembled on July 15, 2020, considered an Addendum to Environmental Impact Report No. 374 pursuant to State CEQA Guidelines Section 15162 and recommends the following based on the staff report and the findings and conclusions stated therein:

APPROVAL of GENERAL PLAN AMENDMENT NO. 190013.

RIVERSIDE COUNTY PLANNING DEPARTMENT
CZ1900017 GPA190013 SP286A7 TTM37715
VICINITY/POLICY AREAS

Supervisor: Washington
 District 3

Date Drawn: 03/25/2020
 Vicinity Map



Author: Vinnie Nguyen



Zoning Area: Rancho California

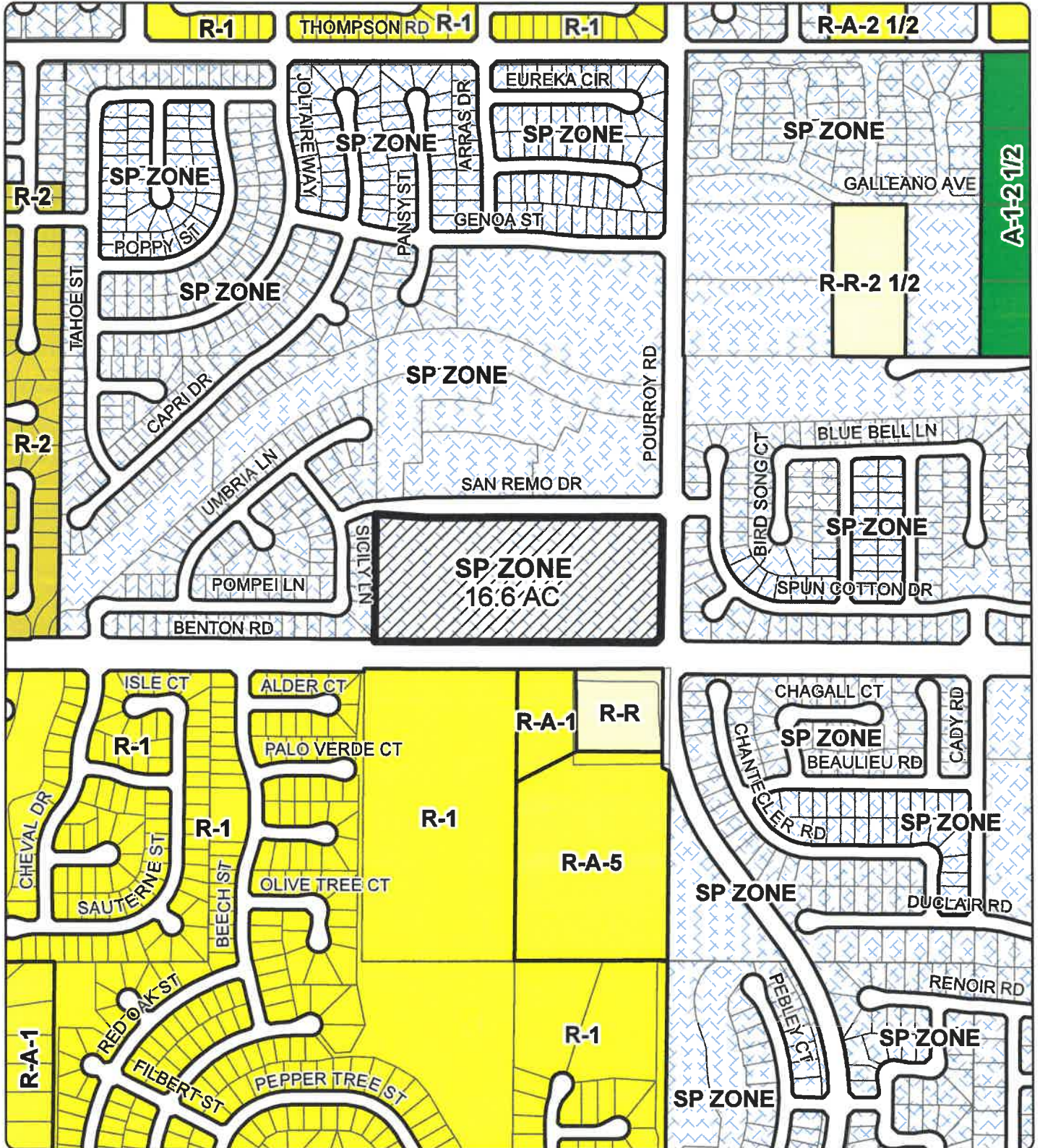
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RIVERSIDE COUNTY PLANNING DEPARTMENT
 CZ1900017 GPA190013 SP286A7 TTM37715

Supervisor: Washington
 District 3

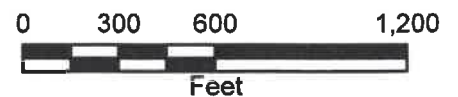
PROPOSED ZONING

Date Drawn: 03/25/2020
 Exhibit 3



Zoning Area: Rancho California

Author: Vinnie Nguyen



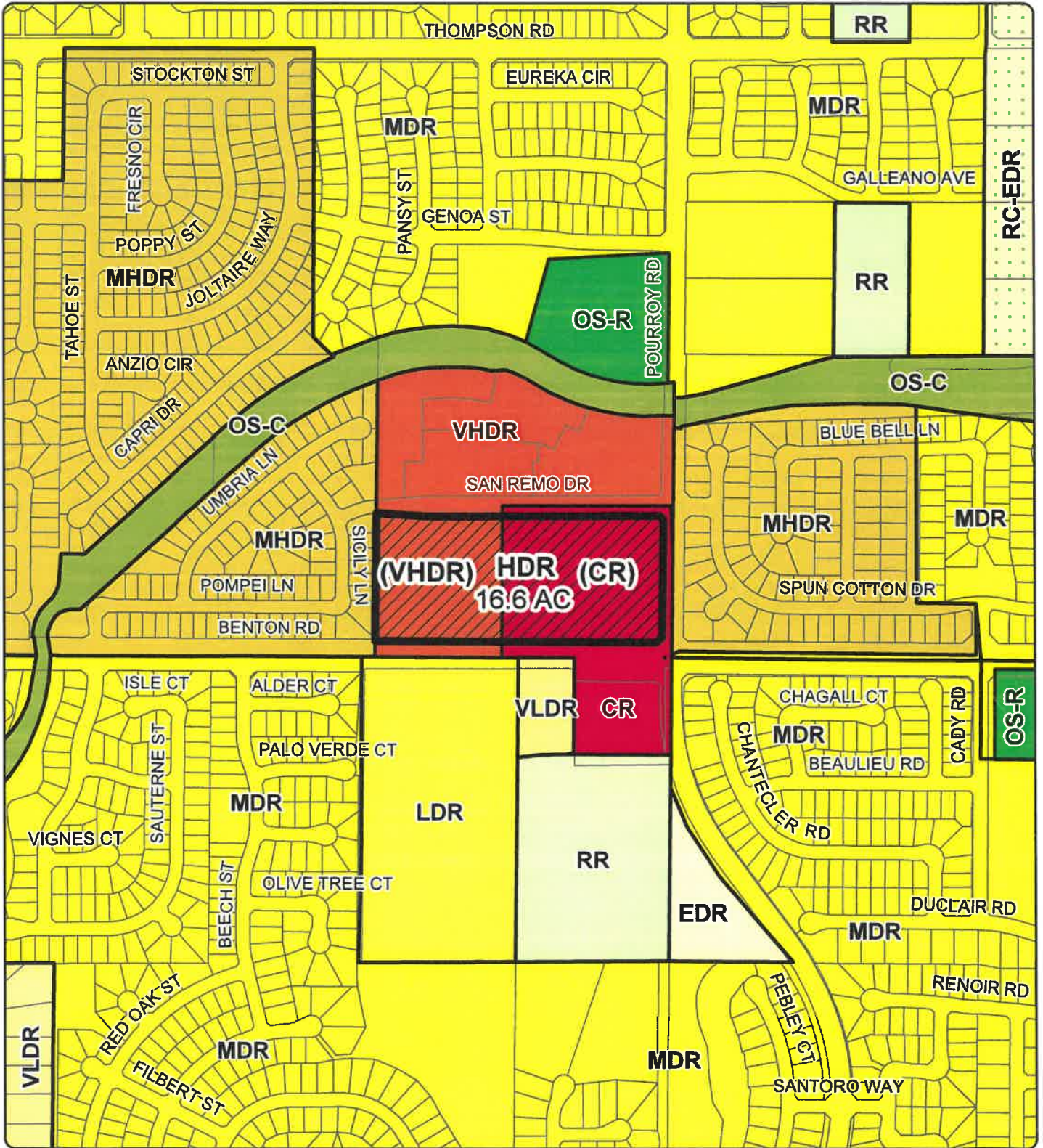
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RIVERSIDE COUNTY PLANNING DEPARTMENT
 CZ1900017 GPA190013 SP286A7 TTM37715

Supervisor: Washington
 District 3

PROPOSED GENERAL PLAN

Date Drawn: 03/25/2020
 Exhibit 6



Zoning Area: Rancho California

Author: Vinnie Nguyen



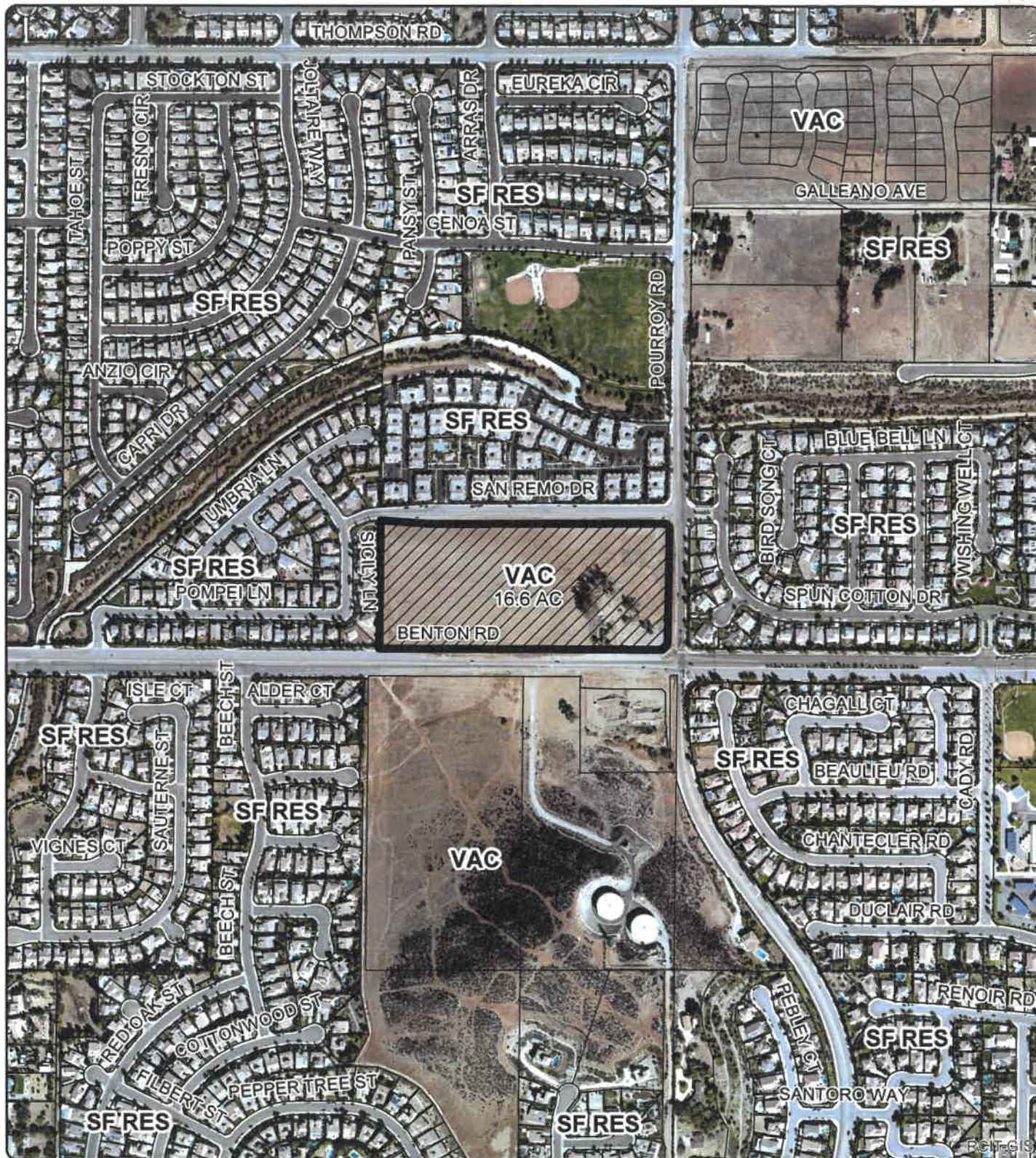
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RIVERSIDE COUNTY PLANNING DEPARTMENT
CZ1900017 GPA190013 SP286A7 TTM37715

Supervisor: Washington
District 3

LAND USE

Date Drawn: 03/25/2020
Exhibit 1

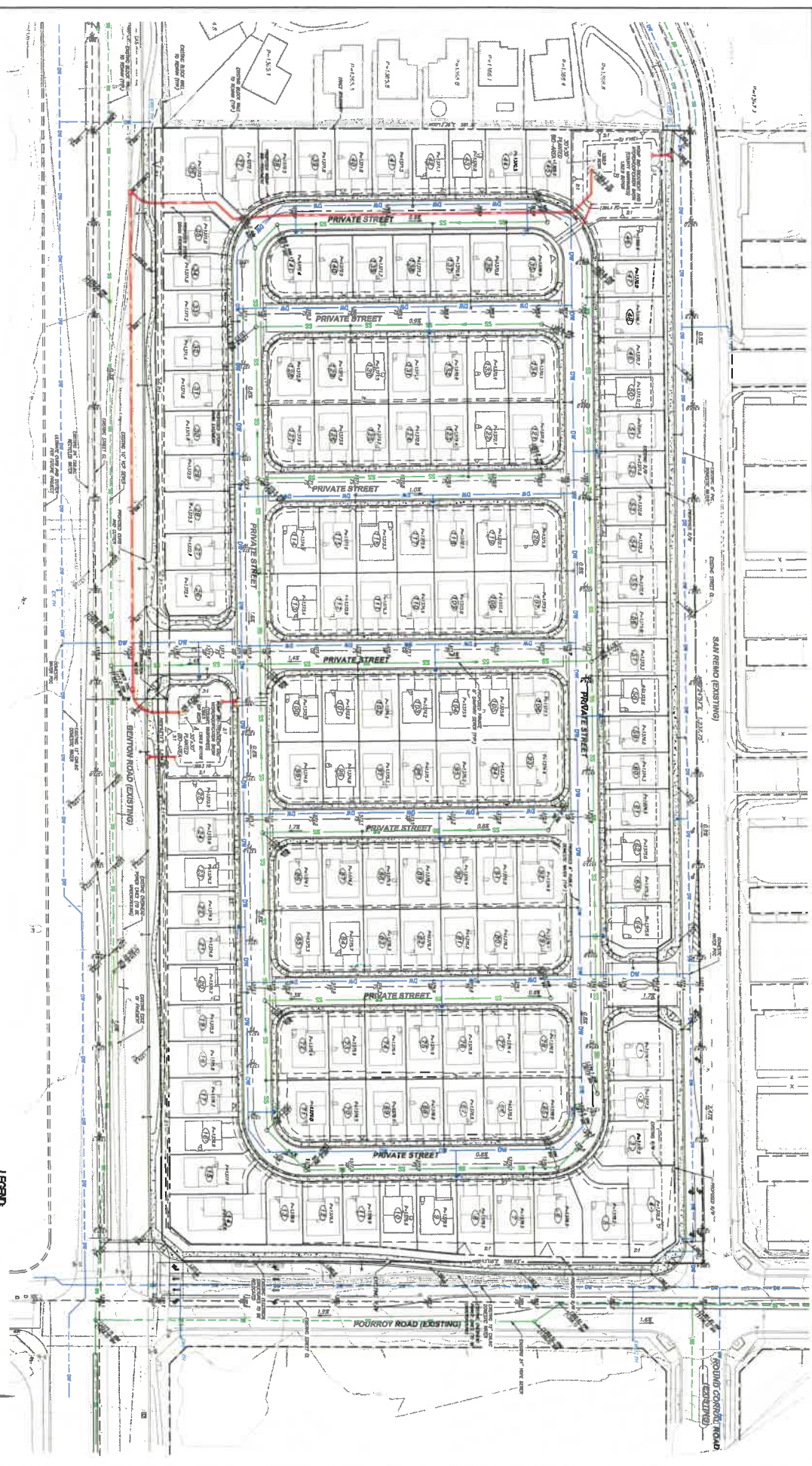


Zoning Area: Rancho California

Author: Vinnie Nguyen



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TENTATIVE TRACT MAP 37745 WINCHESTER, CA PRELIMINARY UTILITY PLAN

LEGEND

- EXISTING UTILITY LINES
- PROPOSED UTILITY LINES
- PROPOSED STREET CROWNLINE
- PROPOSED STREET RIGHT-OF-WAY
- PROPOSED LOT CENTER POINTS
- PROPOSED LOT CORNER POINTS
- PROPOSED LOT AREA
- PROPOSED LOT PERIMETER
- PROPOSED STREET CENTERLINE
- PROPOSED STREET RIGHT-OF-WAY
- PROPOSED STREET CROWNLINE
- PROPOSED STREET CORNER POINTS
- PROPOSED STREET AREA
- PROPOSED STREET PERIMETER

SCALE: 1" = 40'

I. SUMMARY OF CHANGES

A. SPECIFIC PLAN 286 AMENDMENT NO. 7

Specific Plan Amendment No.7 to WINCHESTER 1800 SP 286 amends the Land Use Designations, re-allocates dwelling units, increases the total number of units in the Specific Plan, re-configures the boundaries and acreages of Planning Areas 40 and 41, and reduces the acreage of the Circulation Plan.

Specifically, Specific Plan Amendment No. 7 provides the following modifications to the Land Use Plan to be consistent with approved TTM 31007 and proposed Tentative Tract Map No. 37715.

- **Planning Area 40:** Specific Plan Amendment No.7 modifies the Land Use Designation of Planning Area 40 from "Commercial Retail (CR)" to "High Density Residential (HDR)", provides for the development of 145 single-family homes (135 units reallocated from Planning Area 41), re-configures the Planning Area boundary, and increases the acreage of PA 40 from 9.3 acres to 16.6 acres.
- **Planning Area 41:** Specific Plan Amendment No.7 modifies the Land Use Designation of Planning Area 41 from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)" and provide for the development of 204 multi-family homes (rather than the designated 339 units), in acknowledgement of approved Tentative Tract Map 31007 (TTM 31007). Additionally, Specific Plan Amendment No.7 re-configures Planning Area 41's boundary, and reduces the acreage from 22.6 to ~~17.9~~15.7 acres to conform to TTM 31007. Since Planning Area 41 was subdivided by TTM 31007 and has been developed with only 204 units, there are 145 unused/excess units available within the Highway 79 Policy Area that may be allocated to Planning Area 40. Specific Plan Amendment No.7 would reallocate all of these 145 "surplus" units from Planning Area 41 to Planning Area 40, consistent with the Highway 79 Policy.
- **Re-Allocation of Units:** Specific Plan Amendment No. 7 eliminates 9.3 acres of Commercial Retail (PA 40), and increases the total number of units within the Specific Plan by ten (10) additional units from 4,720 to 4,730 (allocating those ten (10) units to Planning Area 40).
- **Major Community Roadways:** The acreage reserved for Major Community Roadways within the Circulation Plan has been decreased from 137.6 acres to 137.2 acres to reflect the engineered boundaries and acreages of TTM No. 37715.

Please refer to Figure SC-1, *Land Use Plan – Area of Change*, for an illustration of the area modified per Specific Plan Amendment No. 7.

The modifications provided by Specific Plan Amendment No. 7 are summarized in Table SC-1, *Specific Plan No. 286, Specific Plan Amendment No. 7*,

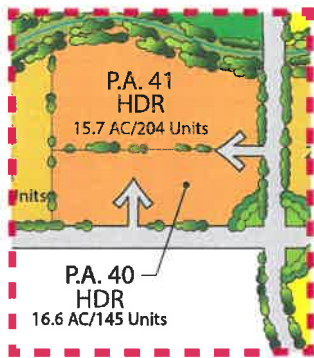
Table SC-1 - Specific Plan No. 286, Specific Plan Amendment No. 7

Approved Winchester 1800 Specific Plan No. 286 Amendment No. 6					Winchester 1800 Specific Plan No. 286 Amendment No. 7				
PA	Land Use	Target Units	Acres	Target Density	PA	Land Use	Target Units	Acres	Target Density
40	Commercial Retail	--	9.3	--	40	High Density Residential	145	16.6	8.7
41	Very-High Density Residential	339	22.6	15.0	41	High Density Residential	204	15.7	12.9
--	Major Roads	--	137.6	--	--	Major Roads	--	137.2	--
Total		339			Total		349		

STATISTICAL ABSTRACT

RESIDENTIAL PLAN LAND USE	ACRES	DENSITY	UNITS
ESTATE DENSITY RESIDENTIAL (0.00/0.5 ACRES)	17.6	0.5	6
LOW DENSITY RESIDENTIAL (0.50/1.5 ACRES)	24.7	2.0	49
MEDIUM DENSITY RESIDENTIAL (0.60/1.5 ACRES)	578.3	3.3	2,878
MEDIUM HIGH DENSITY RESIDENTIAL (0.80/1.5 ACRES)	284.1	5.3	1,528
HIGH DENSITY RESIDENTIAL (0.80/1.5 ACRES)	33.3	18.0	349
MIXED USE (N/A)	18.3	18.5	175
RESIDENTIAL SUBTOTAL	1,056.35	3.9	4,987
COMMERCIAL RETAIL (C/R)	45.6		
COMMERCIAL TOURIST (C/T)	24.7		
PUBLIC FACILITIES (P/F)	45.8		154
OPEN SPACE - RECREATION (O/R)	53.4		14
OPEN SPACE - CONSERVATION (O/C)	85.5		
OPEN SPACE - CONSERVATION DRAINAGE (O/CD)	71.3		
CIRCULATION	137.1		
NON-RESIDENTIAL SUBTOTAL	474.7	0.5	148
TOTAL	1,656.9	2.9	4,730

INCLUDES POTENTIAL DEVELOPMENT OF 140 DWELLING UNITS WITHIN PLANNING AREAS 15, 200, 45 & 46.



AREA OF CHANGE

P.A.	SPECIFIC PLAN LAND USE		ACRES	UNITS
	From:	To:		
P.A. 40	From:	CR	9.3	--
	To:	HDR	16.6	145
P.A. 41	From:	VHDR	22.6	339
	To:	HDR	15.7	204

AREA OF CHANGE



FIGURE SC-1



I. SUMMARY

A. PROJECT SUMMARY

The WINCHESTER 1800 Specific Plan is located on 1,656.9 acres in the southerly portion of the French Valley area of unincorporated Riverside County, approximately seven (7) miles north of the City of Temecula, as noted on the *Regional Map* (Figure I-1) and the *Vicinity Map* (Figure I-2). The proposed community is generally bounded by Keller Road to the north; Auld Road to the south, Washington Street to the east, and Winchester Road to the west. The *Aerial Photograph* (Figure I-3) depicts existing site conditions.

The WINCHESTER 1800 Specific Plan reflects the logical and orderly expansion of urban growth within the French Valley and neighboring areas of Riverside County. The WINCHESTER 1800 Specific Plan contains numerous residential housing opportunities on a variety of lot sizes and densities ranging from 0.2 dwelling units per acres to ~~14.0~~ 14.045 dwelling units per acre, providing the community with a total of ~~4,730~~ 4,720 dwelling units. Additional uses incorporated into the community include commercial, commercial recreation, school, active park, and open space/drainage uses. Commercial centers within the Specific Plan are located adjacent to major transportation corridors, providing convenience, accessibility, and visual identity to local residents. ~~Two~~ Three locations are planned as commercial centers, totaling ~~45.6~~ 54.9 acres, and one location is planned for commercial- tourist activity, totaling 36.7 acres.

In addition to the provision of commercial-oriented land uses, the WINCHESTER 1800 project includes a variety of recreational land uses. Six (6) active park sites totaling 53.4 acres are located throughout the community, offering residents and the surrounding community a variety of active and passive recreational opportunities. A total of 71.3 acres of Open Space – Conservation Drainage (OS-CD) uses will support and promote further pedestrian-oriented recreation opportunities, and will include a planned Regional Recreation Trail, as designated on the Southwest Area Plan (SWAP) Trails and Bikeway System Map. These areas may be developed in the form of meandering landscaped greenbelts adjacent to drainage courses throughout the project site.—. In addition, natural open space totaling 85.5 acres will be maintained in its natural state to preserve the only sensitive on-site topographical features and to provide aesthetic visual identity.

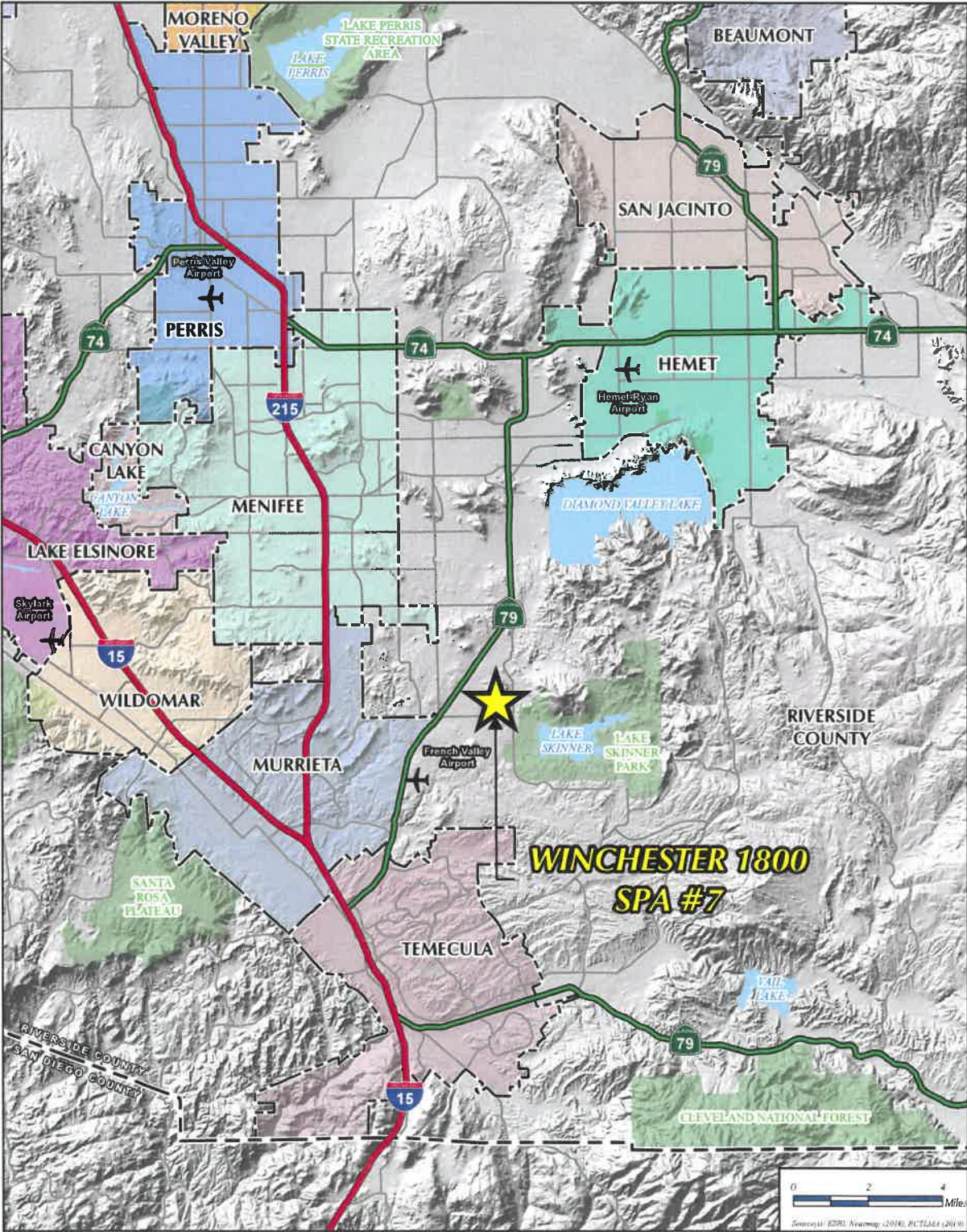


FIGURE I-1



Regional Map
WINCHESTER 1800

I. SUMMARY

Specific Plan No. 286, Amendment No. 7

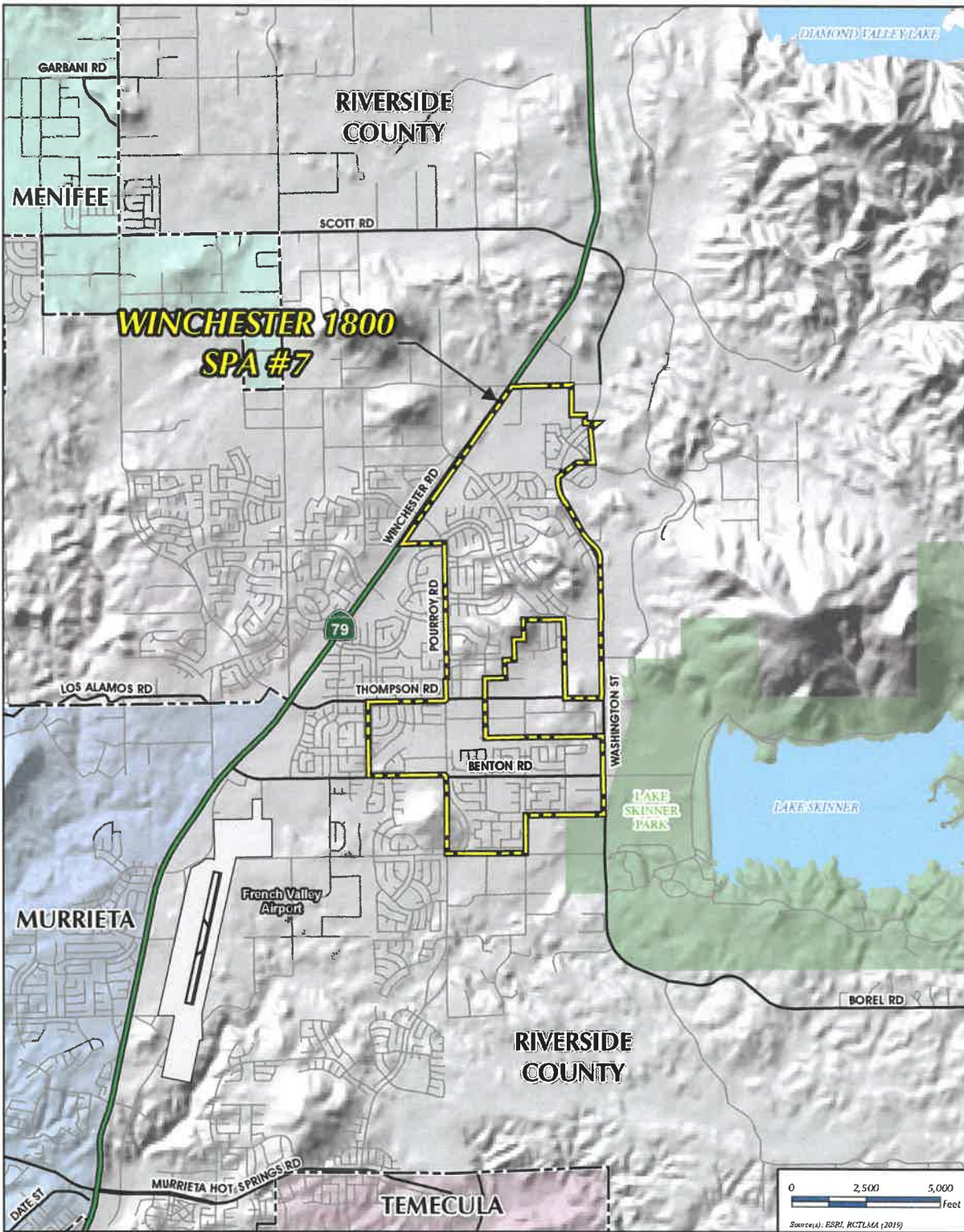


FIGURE I-2



Vicinity Map

WINCHESTER 1800

I. SUMMARY

Specific Plan No. 286, Amendment No. 7

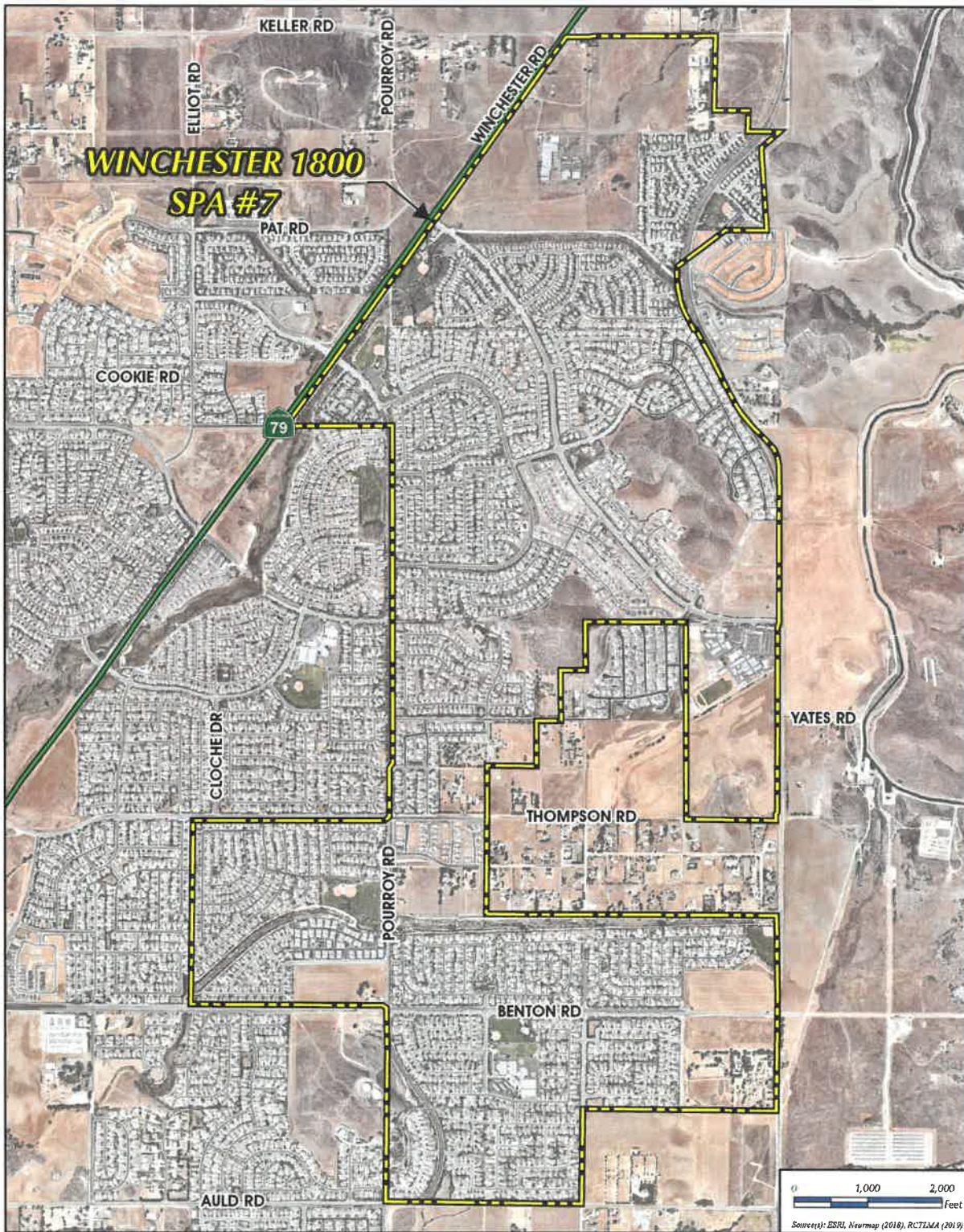


FIGURE I-3



Aerial Photograph

WINCHESTER 1800

I. SUMMARY

Specific Plan No. 286, Amendment No. 7

WINCHESTER 1800 residents will enjoy various benefits of a master-planned community. Infrastructure and other public facilities are sufficiently sized to accommodate the needs of the entire community at full build-out. In addition, specific plan design elements including land use compatibility, site design, architecture and landscaping are consistently applied to assure a varied, yet harmonious project.

The WINCHESTER 1800 Specific Plan is summarized as follows:

Table I: Land Use Summary

LAND USE	ACREAGE	DENSITY FACTOR	DWELLING UNITS	SHARE OF TOTAL ACREAGE (%)
RESIDENTIAL				
Estate Density (EDR)	17.6 ac	0.35 du/ac	6 du	1.1
Low Density (LDR)	24.7 ac	2.0 du/ac	49 du	1.5
Medium Density (MDR)	878.3 ac	3.3 du/ac	2,875 du	53.0
Medium High Density (MHDR)	214.1 ac	5.3 du/ac	1,128 du	12.9
Very High Density (VHDR) (HDR)	32.3222.6 ac	10.8 15.0 du/ac	349 339 du	1.41.9
Mixed-Use Policy Area (MUPA)	15.2 ac	11.5 du/ac	175 du	0.9
SUBTOTAL	1,172.51,182.2 ac	3.9 du/ac	4,5724,582 du	70.871.3%
NON-RESIDENTIAL				
Commercial Retail (CR)	45.6 54.9 ac	-----	-----	3.32.8
Commercial Tourist (CT)	36.7 ac	-----	-----	2.2
Public Facility	45.0 ac	-----	134 du	2.7
Open Space – Recreation (OS-R)	53.4 ac	-----	14 du	3.2
Open Space – Conservation Drainage (OS-CD)	71.3 ac	-----	-----	4.3
Open Space – Conservation (OS-C)	85.5 ac	-----	-----	5.2
Expanded Parkways	6.5 ac	-----	-----	0.4
Roads	131.130.71 ac	-----	-----	7.9
SUBTOTAL	484474.4 ac	-----	148 du	29.228.7%
TOTAL	1,656.9 ac	-----	4,730 4,720 du	100.0%

- Converted Planning Area 22 from a Medium Density (2-5 du/ac) to an Open Space/Drainage/Parkland land use category, which allows no residential dwelling units;
- Reconfigured the land area for Planning Area 25, retaining 26.4 acres for Open Space; and
- Reconfigured the land area for Planning Area 12 (15.8 acres and 32 dwelling units) into separate Planning Areas 12A and 12B, and converted Planning Area 12 from a Low Density (2.0 du/ac) to a Medium Low Density (3.1 du/ac) land use category (Planning Area 12A – 10.8 acres, 34 units) and to a Parks land use category (Planning Area 12B – 5 acres).

Amendment No. 5 (adopted June 5, 2007) reconfigured the land area and/or adjusted the statistical abstracts for Planning Areas 2A, 5, 7, 9, 10A, 10B, and 13A to permit implementation of a 180 DU condominium project. The changes to the Specific Plan as approved in Amendment No. 5 were as follows:

- Reconfigured the land area for Planning Area 7 from 28.6 acres to 23 acres, and lowered its maximum dwelling units from 106 units to 85 units;
- Reconfigured the land area for Planning Area 2A from 10 acres to 15.6 acres, adding open space/ conservation area in support of the Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP);
- Converted Planning Area 9 from a Medium Density (2-5 du/ac) to Medium High Density (5-8 du/ac) land use category;
- Transferred the previously-approved development density allocated to the 5.6 acres previously in PA 7 removed from development (21 units) to Planning Area 9; and
- Transferred the unrealized residential units from maps recorded within Planning Areas 5, 10A, 10B, and 13A (totaling 58 units) to Planning Area 9.

Amendment No. 6 (adopted June, 2, 2015) - included ~~s~~ substantive changes that ~~modify~~ modified the land uses and acreages for Planning Areas in the northern portion of the Specific Plan primarily in response to changing market and other conditions since the previous amendment was adopted on June 5th, 2007.

Amendment No. 6 ~~reduces-reduced~~ the total number of residential dwelling units within the Specific Plan from 4,870 to 4,720 by re-designating a 17.9-acre, Very High Density Residential Planning Area to Medium Density Residential and reducing its acreage to 5.4 acres; ~~replaces~~ replaced one (1) 10-acre elementary school site and one (1) 5.0-acre park site with Medium High Density Residential; and ~~creates-created~~ two (2) new Planning Areas designated as Open Space – Conservation Drainage.

Substantive changes to the Specific Plan contained in Amendment No. 6 included:

Planning Area 1

- ~~Amends~~-Amended the land use designation from Very High Density Residential (14-20 du/ac) to Medium Density Residential (2-5 du/ac);
- ~~Reduces~~-Reduced acreage from 17.9 acres to 5.4 acres; and
- ~~Reduces~~-Reduced Target Dwelling Units from 269 to 23 units.

Planning Area 3

- ~~Eliminates~~-Eliminated the 5.0 acre Park and amends the land use designation to Medium High Density Residential (5-8 du/ac);
- ~~Increases~~-Increased acreage from 5.0 acres to 12.0 acres; and
- ~~Increases~~-Increased Target Dwelling Units from zero (0) to 62 units.

Planning Area 5A

- ~~Increases~~-Increased acreage from 33.4 acres to 38.8 acres; and
- ~~Amends~~-Amended the land use designation from Medium Low Residential to Medium Residential.

Planning Area 6

- ~~Eliminates~~-Eliminated the 10-acre Elementary School site and amends the land use designation from School to Medium High Density Residential (5-8 du/ac);
- ~~Increases~~-Increased acreage from 10.0 acres to 11.0 acres; and
- ~~Increases~~-Increased the Target Dwelling Units from 27 to 61 units.

Planning Area 7

- ~~Reduces~~-Reduced acreage from 23.0 acres to 21.1 acres; and
- The land use designation remains as Medium Density Residential.

Planning Area 52A

- ~~Creates~~-Created a new 0.9-acre Planning Area designated as Open Space-Conservation Drainage

Planning Area 52B

- ~~Creates~~-Created a new 0.7-acre Planning Area designated as Open Space-Conservation Drainage

Keller Road

- Keller Road ~~is~~-was re-aligned thru the Specific Plan to create a standard intersection at Winchester Road

Circulation/Roads

- ~~Reduces~~-Reduced acreage devoted to Circulation from 131.7 acres to 131.1 acres

Amendment No. 6 also ~~includes~~ included non-substantive changes encompassing the complete Specific Plan area, ensuring that all Land Use Designations conform to current nomenclature. Non-substantive changes to the Specific Plan contained in Amendment No. 6 included:

Public Facility

- ~~Amends~~ Amended the land use designation for school sites from Schools to Public Facility to conform to current Riverside County General Plan nomenclature;
- ~~Reduces~~ Reduced Public Facility acreage from 55.0 acres to 45.0 acres, with the elimination of the 10.0-acre elementary school site in Planning Area 6; and
- Three (3) Public Facility sites remain.

Open Space – Recreation

- ~~Amends~~ Amended the land use designation from Parks and Conservation/Parks to Open Space – Recreation to conform to current Riverside County General Plan nomenclature, with the exception of Planning Area 3, which is allocated in SP286-A6 as MHDR; and
- ~~Decreases~~ Decreased Open Space – Recreation acreage from 58.4 acres to 53.4 acres, with the elimination of the 5.0-acre park site in Planning Area 3.

Open Space – Conservation

- ~~Amends~~ Amended the land use designation in Planning Areas 20 and 25 from Open Space/Drainage and Conservation/Drainage to Open Space – Conservation to conform to current Riverside County General Plan nomenclature; and
- ~~Increases~~ Increased Open Space – Conservation acreage from zero (0) acres to 85.5 acres.

Open Space – Conservation Drainage

- ~~Amends~~ Amended the land use designation from Open Space/Drainage and Conservation/Drainage to Open Space – Conservation Drainage to conform to current Riverside County General Plan nomenclature, with the exception of Planning Areas 20 and 25, which are allocated in SP286-A6 as Open Space – Conservation; and
- ~~Reduces~~ Reduced Open Space – Conservation Drainage acreage from 155.2 acres to 71.3 acres.

Commercial Retail

- ~~Amends~~ Amended the land use designation from Commercial to Commercial Retail to conform to current Riverside County General Plan nomenclature

Commercial Tourist

- ~~Amends-Amended~~ the land use designation from Commercial Recreation to Commercial Tourist to conform to current Riverside County General Plan nomenclature

Estate Density Residential

- ~~Amends-Amended~~ the land use designation from Very Low Density Residential to Estate Density Residential to conform to current Riverside County General Plan nomenclature at the planned density.

Medium Density Residential

- ~~Amends-Amended~~ the land use designation from Medium Low Density Residential to Medium Density Residential to conform to current Riverside County General Plan nomenclature;
- ~~Increases-Increased~~ Medium Density Residential acreage from 690.3 acres to 878.3 acres; and
- ~~Increases-Increased~~ Medium Density Residential Dwelling Units from 2,310 units to 2,875 units.

Amendment No. 7 to the WINCHESTER 1800 Specific Plan (SP286-A7) amends the Land Use Designations of Planning Areas 40 and 41, re-allocates dwelling units, decreases the total number of units in the Specific Plan, re-configure boundaries and acreages of Planning Areas 40 and 41, and reduces the acreage of circulation.

Planning Area 40

- The land use designation for Planning Area 40 is modified from Commercial Retail (CR) to High Density Residential (HDR), increases the acreage from 9.3 acres to 16.6 acres, provides for the development of 145 dwelling units with a residential density of 8.7 du/ac to reflect TTM 37715.

Planning Area 41

- To be consistent with approved TTM No. 31007, the land use designation for Planning Area 40 is modified from Very High Density Residential (VHDR) to High Density Residential (HDR), decreases the acreage from 22.6 acres to 15.7 acres, decreases the dwelling unit count 339 to 204 with a decrease in density from 15.0 du/ac to 12.9 du/ac.

Circulation/Roads

- The acreage reserved for circulation has been decreased from 137.6 acres to 137.2 acres to reflect the engineered boundaries and acreages of TTM No. 37715

B. SPECIFIC PLAN FORMAT

Amendment No. 7 of the WINCHESTER 1800 Specific Plan (SP286-A76) is divided into the following sections: (1) Summary; (2) Introduction; (3) Specific Plan; (4) Design Guidelines; and (5) Zoning Ordinance. SP286-A76 has been prepared pursuant to the provisions of California Government Code §65450, which grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan for the purpose of establishing systematic methods of implementation of the agency's General Plan. California Government Code §65450 through §65454 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to §65450, a Specific Plan shall include text and a diagram or diagrams which specify all of the following details:

- The distribution, location, and extent of the uses of land within the area covered within the specific plan area;
- The distribution, location, extent, and intensity of major circulation and utility services to be located within the plan area or that will be needed to service the specific plan area;
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- A schematic program of implementation measures indicating how public services will be financed; and
- A statement of the specific plan's relationship to the general plan.

California state law also provides for the inclusion of any other subject that, in the judgment of the local planning agency, is deemed necessary or desirable to implement the general plan, such as architectural or landscape design guidelines.

In response to government requirements, this Specific Plan has been prepared to provide the essential link to the policies of the County of Riverside General Plan. By functioning as a regulatory document, the SP286-A76 provides a means of implementing and detailing the County's General Plan and tailoring its policies to the subject property. In this regard, all future development plans or other entitlement applications are required to substantially conform to the standards and guidelines set forth in this document, as well as all applicable County regulations. SP286-A76 is designed to address site specific issues such as building setbacks and visual appearance, as well as community-wide concerns such as vehicular and non-vehicular circulation, energy conservation, landscaping, and the provision of utilities. SP286-A76 also ensures that new development meets or exceeds County standards for environmental protection, infrastructure, site planning, and aesthetic quality.

C. DISCRETIONARY ACTIONS

The WINCHESTER 1800 Specific Plan No. 286 Amendment No. 7 (SP286-A7) has been prepared under the authority of the Riverside County Planning Department. This document will be used by the County of Riverside in connection with the following decisions.

1. Riverside County Planning Commission
 - Recommendation to the Board of Supervisors regarding consideration of an Addendum to EIR No. 374 based on the findings and conclusions in ~~Environmental Assessment~~CEQA Case No. ~~XX~~CEQ190044.
 - Recommendation to the Board of Supervisors regarding adoption of Specific Plan No. 286 Amendment No. 7 by Resolution.
 - Recommendation to the Board of Supervisors regarding adoption of Change of Zone No. 1900017.
 - Recommendation to the Board of Supervisors regarding adoption of Tentative Tract Map No. 37715.
2. Riverside County Board of Supervisors
 - Consider an Addendum to EIR No. 374 based on the findings and conclusions in ~~Environmental Assessment~~CEQA Case † No. ~~CEQ190044~~XX.
 - Adoption of Specific Plan No. 286 Amendment No. 7 by Resolution.
 - Adoption of Change of Zone No. 1900017 by Ordinance.
 - Approval of Tentative Tract Map No. 37715.

Subsequent discretionary actions may include, but are not limited to, tentative tract maps, final tract maps, conditional use permits, site plans, plot plans, grading permits, water and sewer system approvals, and encroachment permits.

1. Specific Land Use Plan

a. Project Description

Upon completion, The WINCHESTER 1800 Specific Plan will contain a high quality master-planned community, primarily composed of residential, commercial, open space and recreation land uses. Residential planning areas vary in density from 0.2 du/ac to ~~14.0~~ 14.0 du/ac. The various residential product types will be designed to meet the market need in the urbanizing French Valley area of Riverside County, while maintaining a sensitive approach to design relative to existing topography and additional environmental conditions. When fully developed, a maximum of ~~4,730~~ 4,720 dwelling units will be built in WINCHESTER 1800. These residences will be divided among a range of lot sizes as depicted in the *Specific Land Use Plan* (Figure III-I). The WINCHESTER 1800 Specific Plan will ensure a well-balanced community by incorporating commercial centers, school sites, parks and a variety of open space uses into a master-planned development.

Specific information on each of the planning areas within WINCHESTER 1800 is provided within Table 2, *Detailed Land Use Summary*, and in Section III.B, *Planning Area Figures III-12 through III-37*.

The proposed land uses within WINCHESTER 1800 are as follows:

RESIDENTIAL - Residential planning areas account for 1,172.5 acres of the project site, containing ~~4,730~~ 4,572 dwelling units, with an average density of 3.9 du/ac. The housing mix will fall within seven density ranges, varying from "Estate Density" (2.0-acre minimum) to "~~Very~~-High Density Residential" (~~8.0-14.0~~ 20 du/ac). However, Amendment No. ~~6-7~~ provides additional dwelling units as an alternate use for Planning Areas 15, 26B, 45, and 46 should the school district or park district not acquire these sites. This alternate use was also provided in prior Amendments of the WINCHESTER 1800 Specific Plan.

If residential use is implemented in these four Planning Areas, total residential areas and dwelling units would increase by a maximum of 50.0 acres and 148 dwelling units, respectively. The optional dwelling units are incorporated into the project total throughout the WINCHESTER 1800 Specific Plan, which provides a total of ~~4,730~~ 4,720 dwelling units in Amendment No. 76.

STATISTICAL ABSTRACT

SPECIFIC PLAN LAND USE	ACRES	DENSITY	UNITS
ESTATE DENSITY RESIDENTIAL (EDR) (0.5-0.9 AC/UNIT)	17.6	0.3	6
LOW DENSITY RESIDENTIAL (LDR) (1.2-2.0 AC/UNIT)	24.7	2.0	49
MEDIUM DENSITY RESIDENTIAL (MDR) (0.6-0.8 AC/UNIT)	878.3	3.3	2,875
MEDIUM HIGH DENSITY RESIDENTIAL (MHDR) (0.5-0.8 AC/UNIT)	214.1	5.3	1,128
HIGH DENSITY RESIDENTIAL (HDR) (0.6-1.0 AC/UNIT)	32.3	10.8	349
MIXED USE (MU)	15.2	11.5	175
RESIDENTIAL SUBTOTAL	1,182.2	3.9	4,582
COMMERCIAL RETAIL (CR)	45.6		
COMMERCIAL TOURIST (CT)	36.7		
PUBLIC FACILITIES (PF)	48.0		134
OPEN SPACE - RECREATION (OS-R)	53.4		14
OPEN SPACE - CONSERVATION (OS-C)	85.5		
OPEN SPACE - CONSERVATION DRAINAGE (OS-CD)	71.3		
CIRCULATION	137.6		
NON-RESIDENTIAL SUBTOTAL	474.7	0.1	348
TOTAL	1,656.9	2.9	4,730

*INCLUDES POTENTIAL DEVELOPMENT OF 148 DWELLING UNITS WITHIN PLANNING AREAS 15, 16B, 45 & 46.

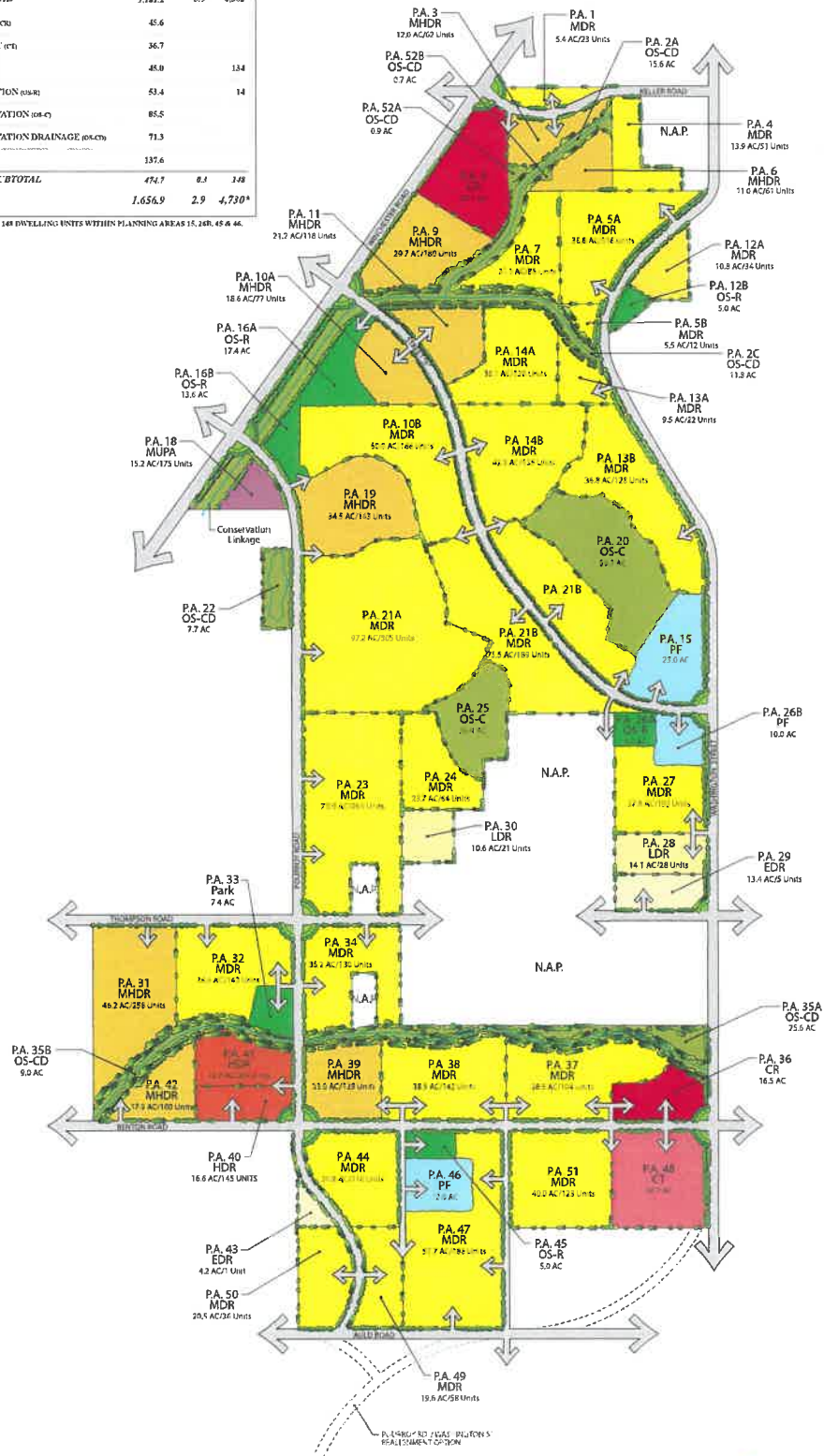


FIGURE III-1



III. SPECIFIC PLAN

Specific Plan No. 286, Amendment No. 7

Land Use	Planning Area (PA)	Gross Acres	Density Range	Dwelling Density	Maximum Dwelling Units
	19	34.5	5.0-8.0	4.1	143
	31	46.2	5.0-8.0	5.6	258
	39	23.0	5.0-8.0	5.6	129
	42	17.9	5.0-8.0	5.6	100
Medium High Density Residential (MHDR)	9	29.7	5.0-8.0	6.1	180
	Subtotal:	214.1			1,128
Very High Density Residential (VHDR) High Density Residential (HDR)	<u>40</u>	<u>16.6</u>	<u>8.0-14.0</u>	<u>8.7</u>	<u>145</u>
	<u>4141</u>	<u>22.6 15.7</u>	<u>14.0-20.0</u> <u>8.0-14.0</u>	<u>15.0</u> <u>12.9</u>	<u>339</u> <u>204</u>
	Subtotal:	<u>22.6 32.2</u>			<u>349 339</u>
Mixed Use Policy Area	18	15.2	8.0-14.0	11.5	175
Residential Acres/DUs		<u>1,182.21,172.5</u>		3.9	<u>4,582 4,572</u>
NON-RESIDENTIAL					
Commercial Retail (CR)	8	29.1			
	36	16.5			
	40	-9.3			
	Subtotal:	<u>45.6 54.9</u>			
Commercial Tourist (CT)	48	36.7			
	Subtotal:	36.7			
Public Facility (PF)	15	23.0	2.0-4.0	3.4	75
	26B	10.0	2.0-4.0	2.7	27
	46	12.0	2.0-4.0	2.7	32
	Subtotal:	45.0			134
Open Space – Recreation (OS-R)	12B	5.0			
	16A	17.4			
	16B	13.6			
	26A	5.0			
	33	7.4			
	45	5.0			14
	Subtotal:	53.4			14

III. SPECIFIC PLAN

WINCHESTER 1800

Specific Plan No. 286, Amendment No. 7

Land Use	Planning Area (PA)	Gross Acres	Density Range	Dwelling Density	Maximum Dwelling Units
Open Space – Conservation Drainage (OS-CD)	2A	15.6			
	2C	11.8			
	22	7.7			
	35A	25.6			
	35B	9.0			
	52A	0.9			
	52B	0.7			
	Subtotal:	71.3			
Open Space – Conservation (OS-C)	20	59.1			
	25	26.4			
	Subtotal:	137.6			
Expanded Parkways		6.5			
Roads		131.1			
	Subtotal:	137.6			
Nonresidential Acres/DUs		<u>484.4</u>474.4			148
PROJECT TOTAL		1,656.9		<u>2.82.9</u>	<u>4,730</u>4,720

- **Estate Density Residential** (0.34 du/ac) – consists of 6 dwelling units on 17.6 acres of land. These units are proposed for Planning Areas 29 and 43.
- **Low Density Residential** (2.0 du/ac) – consists of 49 dwelling units on 24.7 acres of land. These units are proposed for Planning Areas 28 and 30.
- **Medium Density Residential** (3.3 du/ac) – consists of 2,875 dwelling units on 878.3 acres of land. MDR units are proposed for Planning Areas 1, 4, 5A, 5B, 7, 10B, 12A, 13A, 13B, 14A, 14B, 21A, 21B, 23, 24, 27, 32, 34, 37, 38, 44, 47, 49, 50 and 51.
- **Medium High Density Residential** (5.3 du/ac) – consists of 1,128 dwelling units on 214.1 acres of land. These units are proposed for Planning Areas 3, 6, 9, 10A, 11, 19, 31, 39 and 42.
- **Very-High Density Residential** (~~8.0-14.0~~ 15.0 du/ac) – consists of ~~339-349~~ dwelling units on ~~32.2~~ 22.6 acres of land. These units are proposed for Planning Area 40 and 41.
- **Mixed-Use Area** (11.5 du/ac) – consists of 175 dwelling units on 15.2 acres of land. These units are proposed for Planning Area 18.

- COMMERCIAL RETAIL - The commercial uses within the WINCHESTER 1800 community consist of 54.945.6 acres overall. Located adjacent to major transportation corridors for accessibility and convenience, these commercial centers provide shopping opportunities for residents as well as regional travelers along Winchester Road, Benton Road, and Washington Street. In addition, residents from surrounding communities will be serviced by the proposed commercial centers. ~~Three-Two~~ commercial centers will be located throughout the site in Planning Areas 8 and, ~~36 and 40~~.
- COMMERCIAL TOURIST - A 36.7 acre tourist-related commercial center is planned adjacent to Benton Road and Washington Street in Planning Area 48. This commercial tourist center is anticipated to provide recreation-orientated commercial services to users of the nearby Lake Skinner recreational facilities. This site could also accommodate a Recreational Vehicle (RV) park or similar use.
- PUBLIC FACILITY - Three (3) school sites are planned on a total of 45.0 acres of land, in Planning Areas 15, 26B, and 46. Each school site is strategically located adjacent to a proposed park, enabling the school to take advantage of additional recreational opportunities. The Specific Plan contains an option that will allow for residential development should the School District elect not to acquire the designated Planning Areas. Under this alternate scenario, 134 Medium Density residential units are available with the following distribution: Planning Area 15 would permit 75 units; Planning Area 26B would permit 27 units; and Planning Area 46 would permit 32 units.
- OPEN SPACE – RECREATION - Six (6) active park sites are planned for WINCHESTER 1800 totaling 53.4 acres of land, in Planning Areas 12B, 16A, 16B, 26A, 33 and 45. These parks vary in size from 5.0 acres to 17.4 acres and will offer a variety of passive and active recreational opportunities to residents of the WINCHESTER 1800 community. Parks are further delineated in Section IV.A, Landscape Guidelines
- OPEN SPACE – CONSERVATION DRAINAGE - A total of 71.3 acres are proposed for open space/drainage uses. The project dedicates 62.0 acres in Planning Areas 2A, 2C, 35A and 35B as open space/drainage corridors, portions of which will be viewed as greenbelt/paseo systems. These areas will incorporate a variety of pedestrian-oriented, non-vehicular trail networks, including a Regional Recreational Trail. Additionally, Planning Areas 22, 52A, and 52B provide 9.3 acres of detention basins and first-flush facilities as approved by the state Regional Water Quality Control Board to filter the on-site flows through the property.
- OPEN SPACE – CONSERVATION - A total of 85.5 acres are proposed for the preservation of natural, undisturbed open space, in Planning Areas 20 and 25. This area contains scenic topographical features, providing further visual identity to the WINCHESTER 1800 community.

- ROADS - The project includes the implementation of approximately ~~131.1~~130.7 acres of major roadways, in addition to 6.5 acres of expanded landscaped parkways. The Riverside County Master Plan of Streets and Highways will adequately serve future traffic volumes for the region. On-site traffic will be conveyed by a hierarchical circulation system which ranges in right-of-way width from 60 feet to 134 feet.

b. Land Use Development Standards

To ensure the orderly and sensitive development of land uses proposed for the WINCHESTER 1800 Specific Plan, special mitigations have been created for each planning area. These area-specific standards, which are thoroughly discussed in Section III.B, *Planning Area Development Standards*, will assist in efficiently implementing the proposed development. In addition to these specific guidelines, project-wide development standards have also been prepared which complement the diverse conditions within each planning area. These general standards are:

- 1) The total Specific Plan area shall be developed with a maximum of ~~4,7304,720~~ dwelling units on 1,656.9 acres, as illustrated on Figure III-1, *Specific Land Use Plan* (a reduced black and white version of the Specific Land Use Plan is shown on Figure III-1A). General uses permitted will include residential, mixed use, commercial, commercial recreation, schools, active park, and open space/drainage uses, as prescribed on the *Specific Land Use Plan* and in the individual planning areas (Figures III-12 thru III-37).
- 2) Uses and development standards will be in accordance with the County of Riverside Zoning Code and will be defined by Specific Plan objectives, future detailed plot plans, the Specific Plan Zoning Ordinance, and potential conditional use permits as appropriate.
- 3) Standards relating to signage, landscape, parking and other related design elements will conform to the County of Riverside Zoning Code Ordinance No. 348. When appropriate and necessary to meet the goals of this Specific Plan, the standards contained within this document will exceed the zoning code requirements. In addition, a Specific Plan Zoning Ordinance will be processed concurrently with this Specific Plan.
- 4) All project lighting shall be in accordance with applicable Riverside County standards, including Ordinance No. 655 regarding Mt. Palomar Observatory standards.
- 5) Development of the property shall be in accordance with the mandatory requirements of all Riverside County ordinances including Ordinances No. 348 and 460. Development shall conform substantially with adopted Specific Plan No. 286.
- 6) Except for the Specific Plan Zone Ordinance adopted concurrently with this Specific Plan, no portion of this Specific Plan which purports or proposes to change, waive or modify any ordinance or other legal requirement for the development shall be considered to be part of the adopted Specific Plan.

- 11) An environmental assessment shall be conducted for each Tract, Plot Plan, Specific Plan Amendment or any other discretionary permit required to implement the Specific Plan. At a minimum, the environmental assessment shall utilize the evaluation of impacts addressed in EIR No. 374 prepared for this Specific Plan.
- 12) Lots created pursuant to this Specific Plan and any subsequent tentative maps shall be in conformance with the development standards of the Specific Plan zone herein applied to the property.
- 13) Development applications which incorporate common areas shall be accompanied by design plans for the common areas, specifying location and extent of landscaping, irrigation systems, structures and circulation (vehicular, pedestrian and/or bicycle).
- 14) Passive solar heating techniques shall be employed whenever practical within the project. Passive solar systems do not utilize sophisticated hardware. Passive systems involve orienting buildings properly, planting trees to take advantage of the sun, seeing that roof overhangs are adequate, making sure that walls are properly insulated and installing simple heat storage systems.
- 15) If necessary, roadways, infrastructure, parks and open space may be coordinated: by and paid for through an assessment or community facilities district or community service area to facilitate construction, maintenance and management.
- 16) Final development densities for each planning area shall be determined through the appropriate development application up to the maximum density identified based upon but not limited to the following: a) adequate availability of services; b) adequate access and circulation; c) innovation in building types and design; d) sensitivity to landforms; e) density transfer; f) sensitivity to neighborhood design through lot and street layouts; g) lot sizes as proposed by this Specific Plan; and h) density bonuses for affordable housing.
- 17) Areas designated as open space that will be conveyed within parcel boundaries to individual property purchasers shall be deed restricted so as to create open space easements and prohibit grading, construction or other development activity in such open space.
- 18) Designation and/or dedication of park land and open space acreage, necessary to satisfy both County and State requirements, will be based on the final number of dwelling units and subsequent population generated by the WINCHESTER 1800 Specific Plan as adopted by the Riverside County Board of Supervisors, unless otherwise amended. Private recreational facilities shall be provided within ~~Very~~ High Density Residential land uses (Planning Area 41) and may receive appropriate parkland credit subject to Riverside County formulas.
- 19) Prior to the issuance of building permits, improvement plans for adjacent developed common open space areas, including irrigation plans, shall be submitted for Planning

2. Circulation Plan

a. Circulation Plan Description

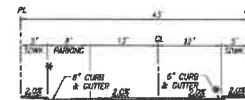
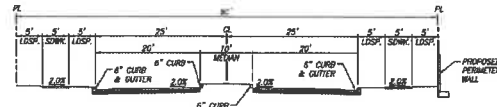
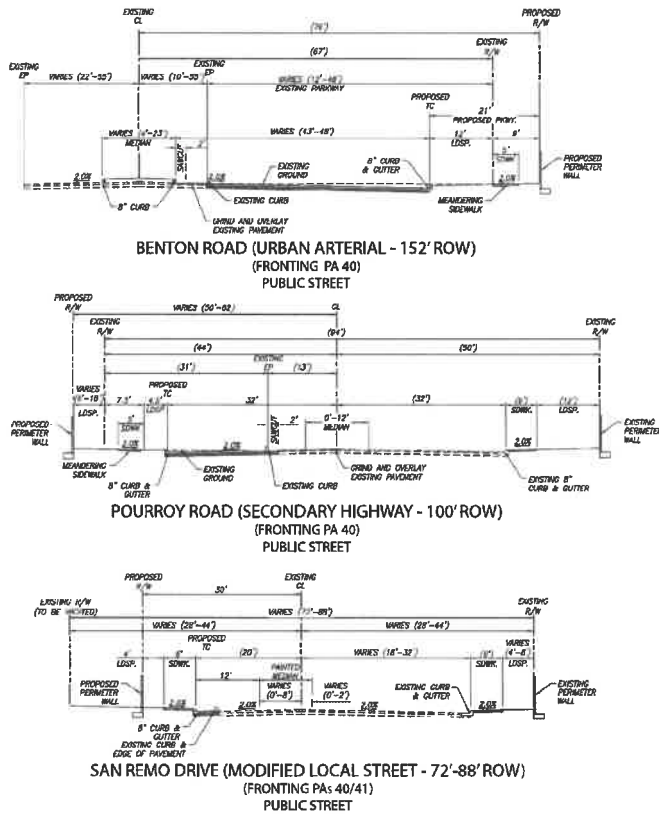
As shown in Figure III-2, *Circulation Plan*, primary access to the project site is provided via Winchester Road (Highway 79) which borders the west side of the site. Highway 79 is a State Highway and is therefore subject to the State's standards and criteria, including the CalTrans requirement of half-mile spacing for local roadway access. All plans and proposals affecting Winchester Road (Highway 79) will be subject to review and approval by CalTrans. East-west traffic through the site is provided via Keller Road, Thompson Road, Benton Road and Auld Road. Principal north-south access is provided along Pourroy Road and Washington Street. An efficient roadway network has been designed to accommodate on-site circulation.

The Riverside County General Plan Circulation Element depicts several master-planned roadways that run adjacent to or through the WINCHESTER 1800 project site. The main objective of the Circulation Plan is to provide direct and convenient access to individual residential clusters, commercial centers, school sites and recreational land uses through a safe and efficient network of urban arterial, arterial, major secondary, collector and local roadways. Roadway cross sections are depicted on Figures III-3, Figure III-4, ~~and~~ Figure III-5, and Figure III-5A.

In addition to the vehicular circulation plan proposed for the project, a pedestrian circulation system is envisioned for the WINCHESTER 1800 community. The pedestrian circulation system will promote pedestrian-oriented, non-vehicular usage and incorporate community recreational trails within the open space/drainage channels.

b. Circulation Plan Development Standards

- 1) The proposed Circulation Plan provides an efficient traffic design that meets the needs of the project. The on-site system depicted on the Circulation Plan (Figure III-2) has been derived from the Traffic Analysis in EIR No. 374. The illustrated, on-site roadway improvements will be phased in accordance with this plan.
- 2) Heavy through-traffic volumes should be eliminated from residential neighborhoods. Major roadways should be implemented as non-access roadways, with residential neighborhoods served by smaller residential collectors.
- 3) On-site roads will be constructed as follows:
 - Urban Arterial (134' R.O.W.)
 - Arterial (110' R.O.W.)
 - Secondary (88' R.O. W.)
 - Collector (66' R.O.W.)
 - Local Streets (60' R.O. W.)
 - Private Streets (43' R.O.W. – 80' R.O.W.)
- 4) As shown on Figure III-5A, on-site roads for Amendment No. 7 (specifically within and adjacent to Planning Area 40) will be constructed as follows:
 - Benton Road (Urban Arterial, 152' R.O.W) – Half-width road improvements of approximately 1,250 feet along the southern boundary of Planning Area 41 starting at the intersection of Benton Road and Pourroy Road to the west. Half-width improvements of Benton Road include the 76-foot R.O.W improvement on the northern half of Benton Road.
 - Pourroy Road (Secondary Highway, 100' R.O.W) – Half-width road improvements from San Remo Drive to Benton Road. Half-width improvements include 50' – 62' R.O.W. on the west side of Pourroy Road, a 5-foot wide meandering sidewalk, and a 4.5-foot wide landscaped parkway and a landscaped parkway that ranges from 6' to 18'.
 - San Remo Drive (Modified Local Street, 72'-88' R.O.W.) – Half-width road improvements on the southern portion of San Remo Drive includes a 28-foot to 44-foot wide R.O.W., 6-foot wide sidewalks, and a 6-foot wide landscaped parkway.
 - Primary PA 40 Private Entry - San Remo Drive (80' Wide.) - Construct an 80-foot wide private entry drive from San Remo Drive as the primary access into Planning Area 40. Improvements include 25-foot wide travel lanes on both sides of the street, 5-foot wide sidewalks, 10-feet of landscaped parkway, and an 8-foot wide median.
 - Secondary PA 40 Private Entry - Benton Road (53' Wide) - Construct a 53-foot wide private entry drive from Benton Road as the secondary access into Planning Area 40. Improvements would include 14-foot wide travel lanes on either side, 5-foot wide sidewalks, and 10-feet of landscaped parkway.



*ZERO INCH/MOUNTED/ROLLED CURBS SHALL BE PROVIDED AT CORNERS WITHIN PA 40 TO ALLOW FOR FIRE TRUCK TURNING.

FIGURE III-5A



III. SPECIFIC PLAN

Specific Plan No. 286, Amendment No. 7

Roadway Cross Sections (TTM 37715)

WINCHESTER 1800

b. Circulation Plan Development Standards

- 1) The proposed Circulation Plan provides an efficient traffic design that meets the needs of the project. The on-site system depicted on the Circulation Plan (Figure III-2) has been derived from the Traffic Analysis in EIR No. 374. The illustrated, on-site roadway improvements will be phased in accordance with this plan.
- 2) Heavy through-traffic volumes should be eliminated from residential neighborhoods. Major roadways should be implemented as non-access roadways, with residential neighborhoods served by smaller residential collectors.
- 3) On-site roads will be constructed as follows:
 - Urban Arterial (134' R.O.W.)
 - Arterial (110' R.O.W.)
 - Secondary (88' R.O. W.)
 - Collector (66' R.O.W.)
 - Local Streets (60' R.O. W.)
 - Private Streets (43' R.O.W. – 80' R.O.W.)
- 4) As shown on Figure III-5A, on-site roads for Amendment No. 7 (specifically within and adjacent to Planning Area 40) will be constructed as follows:
 - Benton Road (Urban Arterial, 152' R.O.W) – Half-width road improvements of approximately 1,250 feet along the southern boundary of Planning Area 41 starting at the intersection of Benton Road and Pourroy Road to the west. Half-width improvements of Benton Road include the 76-foot R.O.W improvement on the northern half of Benton Road.
 - Pourroy Road (Secondary Highway, 100' R.O.W) – Half-width road improvements from San Remo Drive to Benton Road. Half-width improvements include 50' – 62' R.O.W. on the west side of Pourroy Road, a 5-foot wide meandering sidewalk, and a 4.5-foot wide landscaped parkway and a landscaped parkway that ranges from 6' to 18'.
 - San Remo Drive (Modified Local Street, 72'-88' R.O.W.) – Half-width road improvements on the southern portion of San Remo Drive includes a 28-foot to 44-foot wide R.O.W., 6-foot wide sidewalks, and a 6-foot wide landscaped parkway.
 - Primary PA 40 Private Entry - San Remo Drive (80' Wide.) - Construct an 80-foot wide private entry drive from San Remo Drive and Benton Road as the primary access drives into Planning Area 40. Improvements include 2520-foot wide travel lanes on both sides of the street, 5-foot wide sidewalks, 10-feet of landscaped parkway, and ~~an 8a~~ 10-foot wide median.
 - ~~Secondary PA 40 Private Entry – Benton Road (53' Wide) – Construct a 53 foot wide private entry drive from Benton Road as the secondary access into Planning Area 40. Improvements would include 14 foot wide travel lanes on either side, 5 foot wide sidewalks, and 10 feet of landscaped parkway.~~

- Private Residential Street (43' Wide) - Construct 43-foot wide Private Residential Streets within Planning Area 40 for local access and connectivity. Improvements would include a 12-foot wide travel lane on one side and a 13-foot wide travel land on the other side. Additionally, Private Residential Streets provide 8-feet of parking on one side of the street, and 5-foot sidewalks on both sides of the street. "No Parking" curb striping shall be provided at knuckle and corner conditions. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.

- ~~4~~5) Landscape requirements shall be in accordance with the Roadway Landscape Treatments as depicted in Section IV, Design Guidelines.
- ~~5~~6) Major roadway improvements may be financed through an assessment district, community facilities district, Southwest Road and Bridge Benefit District or Transportation Uniform Mitigation Fees, or similar financing mechanism.
- ~~6~~7) Except as noted in Number 24 below, all roads within the Specific Plan project boundary shall be constructed to appropriate County full or half-widths standards in accordance with Ordinance Nos. 460 and 461 as a requirement of the implementing subdivisions for the Specific Plan, subject to approval by the Director of Transportation.
- ~~7~~8) The project proponent shall participate in the Traffic Signal Mitigation Program as approved by the Board of Supervisors.
- ~~8~~9) The project shall comply with the conditions and requirements set forth by the County Transportation Department.
- ~~9~~10) Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department.
- ~~10~~11) All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461, or as approved by the Transportation Department.
- ~~11~~12) All access points, as shown in this Specific Plan, shall conform to Transportation Department standard access spacing, depending upon the street's classification.
- ~~12~~13) Per the Riverside County General Plan, "Neighborhood commercial uses must be located along Secondary or greater highways, at or near intersections with Secondary Highways."
- ~~13~~14) The Transportation Department's policy regarding streets adjacent to school and park sites requires a minimum of 66' R.O.W. (Standard 103).

- ~~14)~~15) Any application for any subdivision within the Specific Plan boundary (including a Schedule I Parcel Map) shall cause the design and construction of the Specific Plan master planned infrastructure within the final map boundaries, with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter of a quarter section.
- ~~15)~~16) All projects, including subdivisions and plot plans within the Specific Plan boundary, shall be subject to the Development Monitoring Program as described in Section II of this document.
- ~~16)~~17) No driveways or access points as shown in this Specific Plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the street's classification.
- ~~17)~~18) All bike trails developed as part of this Specific Plan should be designated as Class I bikeways generally located within separate rights-of-way in accordance with the standards contained within Chapter 1000 of the California Department of Transportation - Highway Design Manual (fourth edition). The Class I Bike Trails within the plan are Regional Facilities and as such will be maintained by the Riverside County Transportation Department.
- ~~18)~~19) All roadways intersecting four-lane facilities or greater shall be a minimum of 66 feet of right-of-way and constructed in accordance with Standard 103, Ordinance 461 from the four-lane facility to the nearest intersection.
- ~~19)~~20) Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in subsequent traffic studies for each individual project.
- ~~20)~~21) Except as noted in Number 24 below, all typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
- ~~21)~~22) No textured pavement accents will be allowed within any County right-of-way.
- ~~22)~~23) Mid-block crosswalks are not approved.
- ~~23)~~24) This Specific Plan proposes no drainage facilities to be maintained by the Transportation Department. Therefore, all facilities other than facilities to be constructed in the road right-of-way will be either private or Flood Control District facilities.
- ~~24)~~25) As shown on Figures III-3 and IV-5, both a Class I Bikeway and a soft surface pedestrian/equestrian trail are being provided adjacent to Washington Street. This eliminates the need for a sidewalk adjacent to the curb. The soft surface trail, which will be constructed within the Washington Street right-of-way will be maintained by the Riverside County Regional Park and Open Space District.

- 15) Any application for any subdivision within the Specific Plan boundary (including a Schedule I Parcel Map) shall cause the design and construction of the Specific Plan master planned infrastructure within the final map boundaries, with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter of a quarter section.
- 16) All projects, including subdivisions and plot plans within the Specific Plan boundary, shall be subject to the Development Monitoring Program as described in Section II of this document.
- 17) No driveways or access points as shown in this Specific Plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the street's classification.
- 18) All bike trails developed as part of this Specific Plan should be designated as Class I bikeways generally located within separate rights-of-way in accordance with the standards contained within Chapter 1000 of the California Department of Transportation - Highway Design Manual (fourth edition). The Class I Bike Trails within the plan are Regional Facilities and as such will be maintained by the Riverside County Transportation Department.
- 19) All roadways intersecting four-lane facilities or greater shall be a minimum of 66 feet of right-of-way and constructed in accordance with Standard 103, Ordinance 461 from the four-lane facility to the nearest intersection.
- 20) Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in subsequent traffic studies for each individual project.
- 21) Except as noted in Number [24-25](#) below, all typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
- 22) No textured pavement accents will be allowed within any County right-of-way.
- 23) Mid-block crosswalks are not approved.
- 24) This Specific Plan proposes no drainage facilities to be maintained by the Transportation Department. Therefore, all facilities other than facilities to be constructed in the road right-of-way will be either private or Flood Control District facilities.
- 25) As shown on Figures III-3 and IV-5, both a Class I Bikeway and a soft surface pedestrian/equestrian trail are being provided adjacent to Washington Street. This eliminates the need for a sidewalk adjacent to the curb. The soft surface trail, which will be constructed within the Washington Street right-of-way will be maintained by the Riverside County Regional Park and Open Space District.

5. Open Space and Recreation Plan

a. Open Space and Recreation Plan Description

An important element of the WINCHESTER 1800 community is the Open Space and Recreation Plan. The plan provides a variety of recreational opportunity which all residents of the WINCHESTER 1800 community can enjoy. The various proposed park sites and natural open space amenities offer residents both passive and active recreational opportunities and further serve to distinguish WINCHESTER 1800 from the surrounding communities.

Typically, the County requires 3.0 acres of parkland for each 1,000 residents to satisfy Quimby Act requirements, as expressed in Ordinance No. 460, Section 10.35. According to the population calculation (which is derived from the County's Ordinance No. 460, Section 10.35), WINCHESTER 1800 would be required to provide 36.5 acres of parks to satisfy Quimby Act standards. WINCHESTER 1800 meets this requirement by providing active park facilities totaling 53.4 acres. WINCHESTER 1800 also provides open space related to conservation/drainage (OS-CD) and conservation (OS-C). In addition, private recreation facilities will be provided within Very High Density Residential planning areas (Planning Area 41).

The overall *Open Space and Recreation Plan* concept is illustrated in Figure III-9. The elements and acreage of the program are further identified in Table 3, *Open Space and Recreation Plan Summary* below.

Table 3, Open Space and Recreation Plan Summary

<u>Community Recreation Opportunities</u>	<u>Acreage</u>
• Open Space – Recreation	53.4
• Open Space – Conservation Drainage	71.3
• Open Space – Conservation	85.5
<hr/>	
TOTAL	210.2

In addition, school recreation facilities can be available for community use during non-school hours, at the discretion of the School District.

□ Open Space - Recreation

Six (6) park sites are planned for WINCHESTER 1800 in Planning Areas 12B, 16A, 16B, 26A, 33 and 45. These parks will offer both active and passive recreational opportunities to the residents of WINCHESTER 1800 and surrounding communities.

b. Open Space and Recreation Plan Development Standards

- 1) All property within Specific Plan No. 286 shall be annexed into the Valley-Wide Recreation and Park District.
- 2) All public parks within WINCHESTER 1800 shall be developed by the Master Developer. Private recreation facilities shall be created by the developer of the planning area with which the private recreation area is associated.
- 3) The neighborhood parks and community park will be publicly owned and maintained for the benefit of all residents within the WINCHESTER 1800 community and the surrounding areas. Ownership and maintenance of all recreational facilities, with the exception of those allowed in the ~~very~~-high density areas, will be the responsibility of a Master Homeowners' Association, Valley-Wide Recreation and Park District, or a similar mechanism. The maintenance mechanism shall be selected at the time that the implementing development application is submitted.
- 4) All recreational facilities will be landscaped and, where necessary, irrigated in a manner that is conducive to the type of plant material and landscape setting.
- 5) All recreational facilities will provide parking in accordance with Riverside County standards.
- 6) Landscaping within recreation and open space areas will be further governed by the Development Standards in the Landscaping Plan section of this Specific Plan (Section III.B) and the Design Guidelines section (Section IV) of this Specific Plan.
- 7) Private recreational facilities shall be provided within the High Density Residential Planning Area (Planning Area 41).
- 8) Fees for neighborhood and community park facilities, in accordance with the County's implementation of the State's Quimby Act (Section 10.35 of Ordinance No. 460) shall be paid for each dwelling unit constructed within the Specific Plan. Credit against these fees shall be granted by the County for all public park land and improvements provided by the developer.
- 9) Design of the Multi-Purpose Building shall be coordinated with the Riverside County Office of Education, County Public Library and the Southern California Association of Governments.

Table 5, Project Phasing Plan

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE I			
Very Low Estate Density Residential (EDR)	43	4.2	1
Medium Density Residential (MDR)	47	57.7	188
	10B	50.0	186
	21A	97.2	305
	23	70.5	261
	32	38.6	143
	34	35.2	130
	38 ³	19.3	71
	44	30.8	116
	49	19.6	58
	50	20.5	36
Medium High Density Residential (MHDR)	10A	18.6	77
	11	21.2	118
	19	34.5	143
	31	46.2	258
	39	23.0	129
	42	17.9	100
Medium High Density Residential (MHDR)	9	29.7	180
Very High Density Residential (VHDR) (HDR)	41	22.6 <u>15.7</u>	204 <u>339</u>
Mixed-Use Area (MUA)	18	15.2	175
High Density Residential (HDR) Commercial Retail (CR)	40	16.6 <u>9.3</u>	145 <u>N/A</u>
Public Facility (PF)	46	12.0	32 ¹
Open Space – Recreation (OS-R)	16A	17.4	N/A
	16B	13.6	N/A
	33	7.4	N/A
	45	5.0	14 ¹
Open Space – Conservation Drainage (OS-CD)	2A ³	3.0	N/A
	2C ³	3.7	
	22	7.7	
	35A ³	6.7	
	35B	9.0	
PHASE I SUBTOTAL		<u>826.5</u> 826.1	<u>2,895</u> ^{1±}

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE II			
Very Low Estate Density Residential (EDR)	29	13.4	5
Low Density Residential (LDR)	28	14.1	28
	30	10.6	21
Medium Density Residential (MDR)	5A	38.8	118
	5B	5.5	12
	12A	10.8	34
	13A	9.5	22
	24	23.7	64
	37	38.5	104
	1	5.4	23
	4	13.9	51
	7	21.1	85
	13B	36.8	128
	14A	30.1	120
	14B	42.3	135
	21B	75.5	189
	27	27.8	102
38 ³	19.2	71	
51	40.0	123	
Medium High Density Residential (MDR)	3	12.0	62
	6	11.0	61
Commercial Retail (CR)	8	29.1	N/A
	36	16.5	
Commercial Tourist (CT)	48	36.7	N/A
Public Facility	15	23.0	75 ²
	26B	10.0	27 ²
Open Space – Recreation (OS-R)	12B	5.0	N/A
	26A	5.0	
Open Space – Conservation (OS-CD)	20	59.1	N/A
	25	26.4	
Open Space – Conservation Drainage (OS-CD)	2A ³	12.6	N/A
	2C ³	8.1	
	35A ³	18.9	
	52A	0.9	
52B	0.7		
PHASE II SUBTOTAL		784.7	1,731²

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE I SUBTOTAL		826.1	<u>2,895¹</u>

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE II SUBTOTAL		784.7	1,731 ²
Roads	N/A	131.1 130.7	N/A
Expanded Parkways	N/A	6.5	N/A
PROJECT TOTAL		1,656.9 ³	4,720 4,730
NOTES:			
<ol style="list-style-type: none"> 1 The Specific Plan provides for a total of 46 dwelling units in Planning Areas 45 and 46 to be developed within Phase I, if the park district and school district do not acquire these areas. 2 The Specific Plan provides for a total of 102 dwelling units in Planning Areas 15 and 26B to be developed within Phase II, if the school district does not acquire these areas. 3 Planning Areas 2A, 2C, 35A, and 38 are listed in both Phases because the phasing boundary runs through each of the four Planning Areas. Detailed acreages and dwelling unit counts do not exist for these divided portions, therefore, their total area and dwelling units are listed. The project total has been corrected to avoid the double-counting that is present in the subtotals. 			

9. Comprehensive Maintenance Plan

Successful operation of maintenance districts and associations are important in maintaining quality in a project area. It is anticipated that maintenance responsibilities for certain public facilities will be maintained by the County through the Transportation Department, the Regional Park and Open Space district and the Flood Control District. Other common project facilities may be divided among a Master Homeowners' Association, Neighborhood Associations, County Service Area (CSA), Community Service District (CSD), and/or similar maintenance mechanisms. Valley-Wide Recreation and Park District is a potential maintenance entity for public parks, landscaped parkways and trails within WINCHESTER 1800. Final decisions regarding maintenance entities shall be made at a future stage of project design review and in concert with County agencies. (See Table 5-A for a summary of maintenance responsibilities.)

a. Master Homeowners' Association

A Master Homeowner's Association is neither anticipated nor required, but would be allowed as a common area maintenance mechanism if desired by the builder or developer. Common areas identified in the Specific Plan may be owned and maintained by a permanent public or private master maintenance organization, to assume ownership and maintenance responsibility for all common recreation, open space, private circulation systems and landscape areas. Areas of responsibility may include open space, neighborhood parks and landscape areas located along the project roadways.

b. Residential Neighborhood Associations

In certain residential areas of the project, smaller associations may be formed to assume maintenance responsibility for common areas and facilities that benefit only residents in those areas. Potential private recreation centers, common open space areas, shared private driveways, and potential private roadways exemplify facilities that may come under the jurisdiction of a neighborhood association.

c. Open Space and Parks

Any open space roadway greenbelt and park areas not directly associated with a particular neighborhood will be the responsibility of either a Master Homeowners' Association, a County Service Area (CSA), or Community Service District (CSD) or the Valley-Wide Recreation and Park District for public facilities maintenance.

d. Project Roadways/Class I Bike Trails

All public project roadways and private streets will be designed and constructed to standards acceptable to the County. All public roadways and Class I Bike Trails will be entered into the

	HOMEOWNERS' OR RESIDENTIAL NEIGHBORHOOD ASSOCIATION	PRIVATE COMMERCIAL ASSOCIATION	CSD, CSA OR VALLEY- WIDE	RIVERSIDE COUNTY	EMWD	APPROPRIATE SCHOOL DISTRICT
<u>Private Streets and Shared Private Driveways</u>	✓					
Landscape Parkways			✓			
Street Lighting			✓	✓		
Public Streets				✓		
Sidewalks, Class I Bike Trails and Hardscape			✓	✓		
Storm Drains (in Roads)				✓		
Public Sewer/ Water					✓	
Project Signage	✓		✓	✓		
Regional Trails				✓		
Parks			✓			
Common Open Space	✓		✓			
Natural Open Space	✓		✓			
Commercial Sites		✓				
School Sites						✓

Riverside County system of roads for operation and maintenance as approved by the Board of Supervisors. Shared Private Driveways within Planning Area 40 will be the responsibility of a Residential Neighborhood Association.

e. Commercial Areas

The commercial planning areas may have their own private association. If no association is formed, a common maintenance charge will be assessed to cover common area maintenance.

f. Schools

It is anticipated that maintenance responsibilities for the three school sites will be overseen by the governing school district.

51. Planning Area 40: High Density Residential (HDR) Commercial Retail (CR)

a. Descriptive Summary

~~Planning Area 40, as depicted in Figure III-34, provides for development of 16.6 acres devoted to High Density Residential uses. A maximum of 145 dwelling units are planned at a target density of 8.7 du/ac (Density Range of 8.0-14.0 du/ac). Shared private driveways within Planning Area 40 shall be owned and maintained by the Residential Neighborhood Association. Planning Area 40, as depicted in Figure III-34, provides for development of 9.3 acres devoted to Commercial Retail uses which are supportive of higher density residential uses, such as those proposed for development in Planning Areas 39, 41 and 42. Traditional retail uses (such as grocery stores, flower shops, or sporting goods stores) and common neighborhood services (such as barber shops, dry cleaners or day care centers) are among those which may be developed in Planning Area 40 pursuant to an approved plot plan. Furthermore, in addition to any other use which may be so requested consistent with this Specific Plan's adopted zoning ordinance, facilities for self-storage of trailers, recreational vehicles, boats, vehicles and other goods may be instituted in this planning area with approval of a conditional use permit.~~

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4805. (-Section V, *Zoning Ordinance*.)

c. Planning Standards

- 1) Primary access to Planning Area 40 shall be provided from Pourroy Road San Remo Drive. Secondary access to Planning Area shall be provided from Benton Road.
- ~~2) Where commercial centers and residential neighborhoods interface, the following design considerations shall be implemented to ensure public safety and aesthetic quality within the WINCHESTER 1800 community: a) Parking behind commercial buildings shall be minimized to reduce vandalism; b) the rear of commercial buildings will primarily be used for loading and unloading of goods and for refuse disposal and storage; c) refuse disposal and storage areas shall be properly screened with landscaping and fence materials deemed appropriate at the plot plan stage; d) visible portions of the rear of commercial buildings shall be architecturally pleasing to the eye and may contain the store's name and logo; large expanses of blank walls are inappropriate; and e) the use of enhanced paving, raised sidewalks or porticoes is encouraged to separate pedestrian and vehicular circulation within the commercial center. The exact design and layout of the commercial center will be reviewed at the plot plan stage. Please refer to Section IV.D, Commercial Architectural Design Criteria, for a more detailed discussion of commercial site planning guidelines.~~

51. Planning Area 40: High Density Residential (HDR)

a. Descriptive Summary

Planning Area 40, as depicted in Figure III-34, provides for development of 16.6 acres devoted to High Density Residential uses. A maximum of 145 dwelling units are planned at a target density of 8.7 du/ac (Density Range of 8.0-14.0 du/ac). Shared private driveways within Planning Area 40 shall be owned and maintained by the Residential Neighborhood Association.

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4805. (Section V, *Zoning Ordinance*.)

c. Planning Standards

- 1) Primary access to Planning Area 40 shall be provided from San Remo Drive ~~Secondary access to Planning Area shall be provided from~~ and Benton Road.
- 2) A minor community entry, as shown on Figure IV-16A, is planned at the intersection of Benton Road and Pourroy Road.
- 3) Roadway landscape treatments, as shown on Figures IV-7A and IV-7B are planned along the portions of Pourroy Road and Benton Road fronting PA 40. Roadway landscape treatments, as shown on Figures IV-8A, IV-8B, and IV-8C, ~~and IV-8D~~ are planned along the portion of San Remo Drive between Planning Areas 40 and 41, at the Primary PA 40 Private Entry from San Remo Drive and, ~~at the Secondary PA 40 Private Entry~~ from Benton Road, and along Private Residential Streets within PA 40.
- 4) Development criteria, development standards, and conceptual lotting illustrations for detached single-family homes within Planning Area 40 are provided on Figure IV-28 and Table IV-1.
- 5) Please refer to Section III.A for the following Development Plans and Standards that apply site-wide:

- | | |
|--------------------------------|---|
| III.A.1 Specific Land Use Plan | III.A.5 Open Space and Recreation Plan |
| III.A.2 Circulation Plan | III.A.6 Grading Plan |
| III.A.3 Drainage Plan | III.A.7 Public Sites and Project Phasing Plan |
| III.A.4 Water and Sewer Plans | III.A.8 Landscaping Plan |

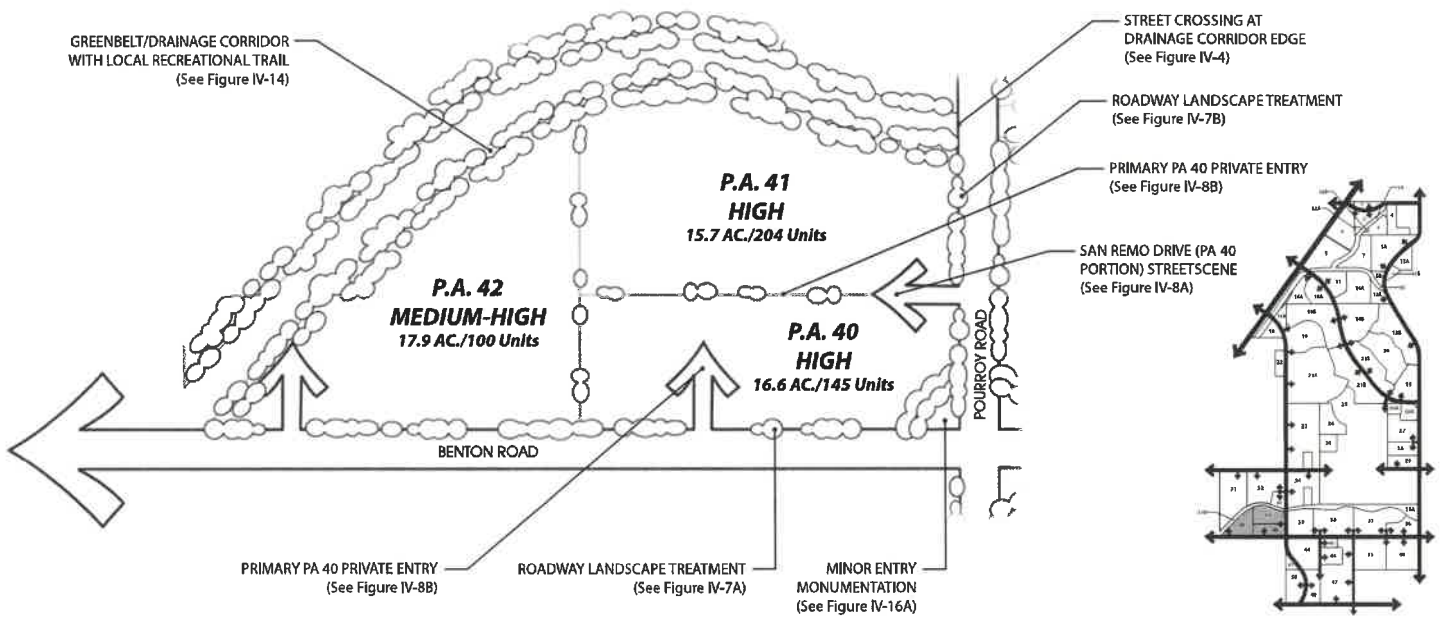


FIGURE III-34



III. SPECIFIC PLAN

Specific Plan No. 286, Amendment No. 7

Planning Areas 40, 41, & 42

WINCHESTER 1800

2) A minor community entry, as shown on Figure IV-16A, is planned at the intersection of Benton Road and Pourroy Road.

~~4) A land use edge transition, as shown on Figure IV-9, shall serve as a buffer zone between the proposed commercial uses in Planning Area 40 and adjacent residential land uses in Planning Area 41.~~

3) Roadway landscape treatments, as shown on Figures IV-7A and IV-7B are planned along the portions of Pourroy Road and Benton Road fronting PA 40. Roadway landscape treatments, as shown on Figures IV-8A, IV-8B, IV-8C, and IV-8D are planned along the portion of San Remo Drive between Planning Areas 40 and 41, at the Primary PA 40 Private Entry from San Remo Drive, at the Secondary PA 40 Private Entry from Benton Road, and along Private Residential Streets within PA 40.

~~5) Please refer to Section IV for specific Design Guidelines and other related design criteria. Signage criteria for commercial areas are contained in the Specific Plan Zone Ordinance of this Specific Plan.~~

~~4) Development criteria, development standards, and conceptual lotting illustrations for detached single-family homes within Planning Area 40 are provided on Figure IV-28 and Table IV-1.~~

5) Please refer to Section III.A for the following Development Plans and Standards that apply site-wide:

III.A.1 Specific Land Use Plan
III.A.2 Circulation Plan
III.A.3 Drainage Plan
III.A.4 Water and Sewer Plans

III.A.5 Open Space and Recreation Plan
III.A.6 Grading Plan
III.A.7 Public Sites and Project Phasing Plan
III.A.8 Landscaping Plan

52. Planning Area 41: ~~Very High Density Residential (HDR)~~(VHDR)

a. Descriptive Summary

Planning Area 41, as depicted in Figure III-34, provides for development of ~~15.722-6~~ acres devoted to ~~High Density Residential~~ ~~Very High density residential~~-uses. A maximum of ~~204~~ ~~339~~ dwelling units are planned at a target density of ~~8.0-14.0~~ ~~15~~ du/ac (density range ~~12.9-14-20~~-du/ac).

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4805. (Section V, *Zoning Ordinance*.)

c. Planning Standards

- 1) Primary access to Planning Area 41 shall be provided from ~~Benton Road~~San Remo Drive.
- 2) A neighborhood entry, as shown on Figure IV-17, is planned at the intersection of ~~Benton Road~~San Remo Drive and the access into Planning Area 41.
- 3) A greenbelt/drainage corridor treatment, as illustrated on Figure IV-14, shall provide a landscaped buffer zone between Planning Area 41 and adjacent uses to the north.
- ~~4) A land use edge transition, as shown on Figure IV-9, shall serve as a landscaped buffer between the proposed residential uses in Planning Area 41 and adjacent residential uses commercial uses in Planning Area 40.~~
- 4) Roadway landscape treatments, as shown on Figures IV-7 and IV-8A, are planned along ~~Benton Road~~San Remo Drive and Pourroy Road.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section III.A for the following Development Plans and Standards that apply site-wide:

- | | |
|--------------------------------|---|
| III.A.1 Specific Land Use Plan | III.A.5 Open Space and Recreation Plan |
| III.A.2 Circulation Plan | III.A.6 Grading Plan |
| III.A.3 Drainage Plan | III.A.7 Public Sites and Project Phasing Plan |
| III.A.4 Water and Sewer Plans | III.A.8 Landscaping Plan |

LEGEND

—○— INDICATES STREETSCENE, EDGE CONDITION SECTION, OR ENLARGED PLAN/ELEVATION VIEW

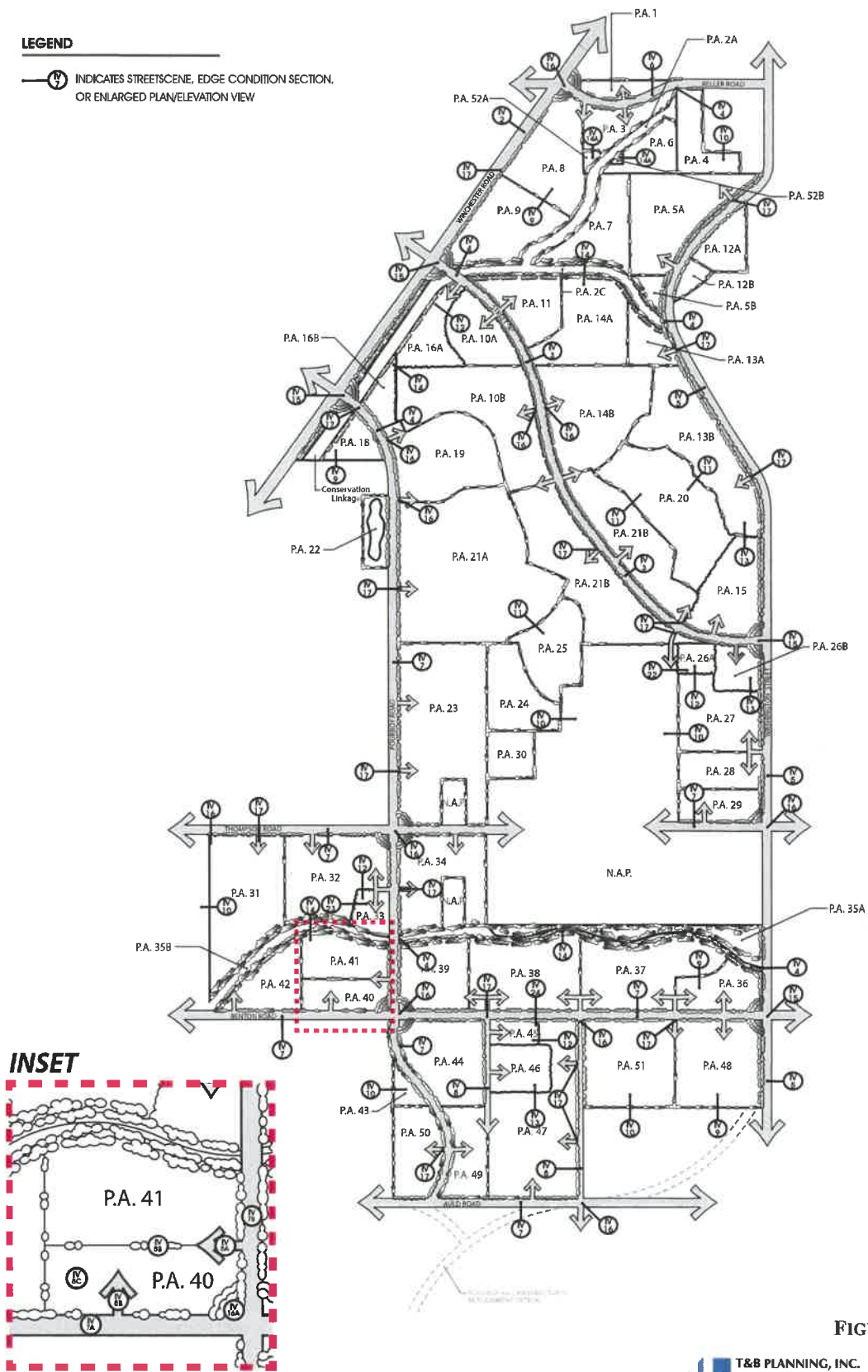


FIGURE IV-1



Conceptual Landscape Plan

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IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

The streetscene planting concept features informal evergreen or deciduous tree groups intermixed with deciduous or evergreen informal street tree groupings within the “Landscape Development Zone” (LDZ). The LDZ planting area is measured from the curb face to the street right-of-way, a twelve foot (12') maximum plus an additional six foot (6') for a total of a eighteen foot (18') minimum distance width from the streetscene curb face to the community theme wall or back edge of LDZ.

The eighteen foot (18') LDZ incorporates a six foot (6') concrete sidewalk which meanders from a four foot (4') minimum distance from the curb face to a four foot (4') minimum distance from the community theme wall or back edge of LDZ. The meandering sidewalk may also change vertical grades. This treatment is consistent for flat and 2:1 slope conditions. When a commercial site condition is adjacent to the LDZ a four foot (4') wide shrub landscape buffer shall be planted adjacent to the back edge of the LDZ by the Commercial Developer when parking occurs next to the Landscape Development Zone.

3A) Benton Road and Pourroy Road Streetscene (PA 40 Portion) - (See Figure IV-7A and Figure IV-7B)

The landscape development associated with this minor community streetscene features:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan
- Meandering Sidewalk
- Landscape Buffer along Community Theme Wall
- Median Island with Flowering Accent Tree, Shrubs, and Groundcover (Varies from 4' to 23') – Benton Road Only
- Painted Median (Varies from 0' to 12') – Pourroy Road Only

The streetscene planting concept features informal evergreen or deciduous tree groups intermixed with deciduous or evergreen informal street tree groupings within the “Landscape Development Zone” (LDZ).

Benton Road

The LDZ along the northerly right-of-way of Benton Road is a minimum distance of 21', measured from the curb face to the community theme wall or back edge of the LDZ. The twenty-one foot (21') LDZ incorporates a 12-foot landscaped parkway and a five-foot (5') concrete sidewalk which meanders from a four-foot (4') minimum distance from the curb face to a four foot (4') minimum distance from the community theme wall or back edge of LDZ.

Pourroy Road

The LDZ along the westerly right-of-way of Pourroy Road is a minimum distance that ranges from 18' to 30', measured from the curb face to the community theme wall or back edge of the LDZ. The 18' to 30' LDZ incorporates a four-foot (4') to six-foot (6') landscaped parkway and a five-foot (5') concrete sidewalk which meanders from a four-foot (4') minimum distance from the curb face to a four-foot (4') minimum distance from the community theme wall or back edge of LDZ.

- 4) Street 'B', Street 'C', and Street 'D', -Streetscene at School, Park and Residential Land Use Edges - (See Figure IV-8)

The landscape development associated with these minor community streetscenes along Street 'B', Street 'C', and Street 'D' consists of:

- Uniformly Spaced Linear Street Trees
- Sidewalk Adjacent to the Street
- Standard Width Turf Parkway at School or Park Site Condition
- Landscape Buffer Zone -Residential Land Uses only
- Hierarchy of Minor Community and Neighborhood Entry Monumentation
- Community Theme Wall or Fence Per Fencing Plan -No Wall at School or Park Land Uses

This minor community street scene Landscape Development Zone (LDZ) is a minimum fourteen foot (14') wide on flat areas and will increase if slopes adjoin the streetscene.

The fourteen foot (14') wide LDZ begins at the curb face and includes an eight foot (8') turf parkway behind a six foot (6') concrete sidewalk when adjacent to park or school land uses, and an eight foot (8') landscape buffer adjacent to the walk planted with shrubs and groundcover at Residential land uses. This treatment is consistent for flat and 2:1 manufactured slope conditions.

- 5) San Remo Drive Streetscape (PA 40/41 Portion) – (See Figure IV-8A)

The landscape development associated with this minor community streetscene along San Remo Drive consists of:

- Street Trees Spaced at 40' on Center
- Landscape Buffer adjacent to Community Theme Wall
- Curb-Adjacent Sidewalk
- Community Theme Wall Per Fencing Plan
- Painted Median (Varies from 0' to 8')

The LDZ along the southerly right-of-way of San Remo Drive is a minimum of twelve feet (12'), measured from the curb face to the community theme wall or back edge of the LDZ. The twelve-foot (12') wide LDZ includes a six foot (6') landscape buffer behind a six foot (6') curb-adjacent concrete sidewalk.

6) Primary PA 40 Private Entry from San Remo Drive Streetscene – (See Figure IV-8B)

The landscape development associated with this minor community streetscene at the primary private entry into Planning Area 40 from San Remo Drive consists of:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan
- Curb-Adjacent Sidewalk
- Landscape Buffer along Community Theme Wall
- Median Island with Flowering Accent Tree, Shrubs, and Groundcover (8 feet wide)

7) Secondary PA 40 Private Entry from Benton Road Streetscene – (See Figure IV-8C)

The landscape development associated with this minor community streetscene at the secondary private entry into Planning Area 40 from Benton Road consists of:

- Entry Accent Tree Groupings and Groundcover Parkway
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Curb-Adjacent Landscape Parkway
- 5-foot Wide Sidewalk
- Landscape Buffer

8) Private Residential Street Streetscene – (See Figure IV-8D)

The landscape development associated with this minor community streetscene within private residential streets in Planning Area 40 consists of:

- 5-foot Wide Curb-Adjacent Sidewalk
- 8-foot Wide Parking on One Side of the Street. "No Parking" curb striping shall be provided at knuckle, corner, and cul-de-sac conditions.
- Front Yard Trees and Front Yard Landscaping
- Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.

The LDZ along the southerly right-of-way of San Remo Drive is a minimum of twelve feet (12'), measured from the curb face to the community theme wall or back edge of the LDZ. The twelve-foot (12') wide LDZ includes a six foot (6') landscape buffer behind a six foot (6') curb-adjacent concrete sidewalk.

- 6) Primary PA 40 Private Entry from San Remo Drive Streetscene and Benton Road – (See Figure IV-8B)

The landscape development associated with this minor community streetscene at the primary private entry into Planning Area 40 from San Remo Drive and Benton Road consists of:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan
- Curb-Adjacent Sidewalk
- Landscape Buffer along Community Theme Wall
- Median Island with Flowering Accent Tree, Shrubs, and Groundcover (8 feet wide)

- ~~7) Secondary PA 40 Private Entry from Benton Road Streetscene – (See Figure IV-8C)~~

~~The landscape development associated with this minor community streetscene at the secondary private entry into Planning Area 40 from Benton Road consists of:~~

- ~~• Entry Accent Tree Groupings and Groundcover Parkway~~
- ~~• Evergreen or Deciduous Grove Trees Intermixed with Street Trees~~
- ~~• Curb-Adjacent Landscape Parkway~~
- ~~• 5-foot Wide Sidewalk~~
- ~~• Landscape Buffer~~

- 87) Private Residential Street Streetscene – (See Figure IV-~~8D~~8C)

The landscape development associated with this minor community streetscene within private residential streets in Planning Area 40 consists of:

- 5-foot Wide Curb-Adjacent Sidewalk
- 8-foot Wide Parking on One Side of the Street. "No Parking" curb striping shall be provided at knuckle, corner, and cul-de-sac conditions.
- Front Yard Trees and Front Yard Landscaping
- Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.

The LDZ along the southerly right-of-way of San Remo Drive is a minimum of twelve feet (12'), measured from the curb face to the community theme wall or back edge of the LDZ. The twelve-foot (12') wide LDZ includes a six foot (6') landscape buffer behind a six foot (6') curb-adjacent concrete sidewalk.

6) Primary PA 40 Private Entry from San Remo Drive & Benton Road Streetscene – (See Figure IV-8B)

The landscape development associated with this minor community streetscene at the primary private entry into Planning Area 40 from San Remo Drive and Benton Road consists of:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan
- Curb-Adjacent Landscape Parkway
- 5-foot Wide Sidewalk
- Curb Adjacent Sidewalk
- Landscape Buffer along Community Theme Wall
- Median Island with Flowering Accent Tree, Shrubs, and Groundcover (8 feet wide)

~~7) Secondary PA 40 Private Entry from Benton Road Streetscene – (See Figure IV-8C)~~

~~The landscape development associated with this minor community streetscene at the secondary private entry into Planning Area 40 from Benton Road consists of:~~

- ~~• Entry Accent Tree Groupings and Groundcover Parkway~~
- ~~• Evergreen or Deciduous Grove Trees Intermixed with Street Trees~~
- ~~• Curb-Adjacent Landscape Parkway~~
- ~~• 5-foot Wide Sidewalk~~
- ~~• Landscape Buffer~~

~~8) Private Residential Street Streetscene – (See Figure IV-~~8D~~8C)~~

The landscape development associated with this minor community streetscene within private residential streets in Planning Area 40 consists of:

- 5-foot Wide Curb-Adjacent Sidewalk
- 8-foot Wide Parking on One Side of the Street. "No Parking" curb striping shall be provided at knuckle, corner, and cul-de-sac conditions.
- Front Yard Trees and Front Yard Landscaping
- Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.

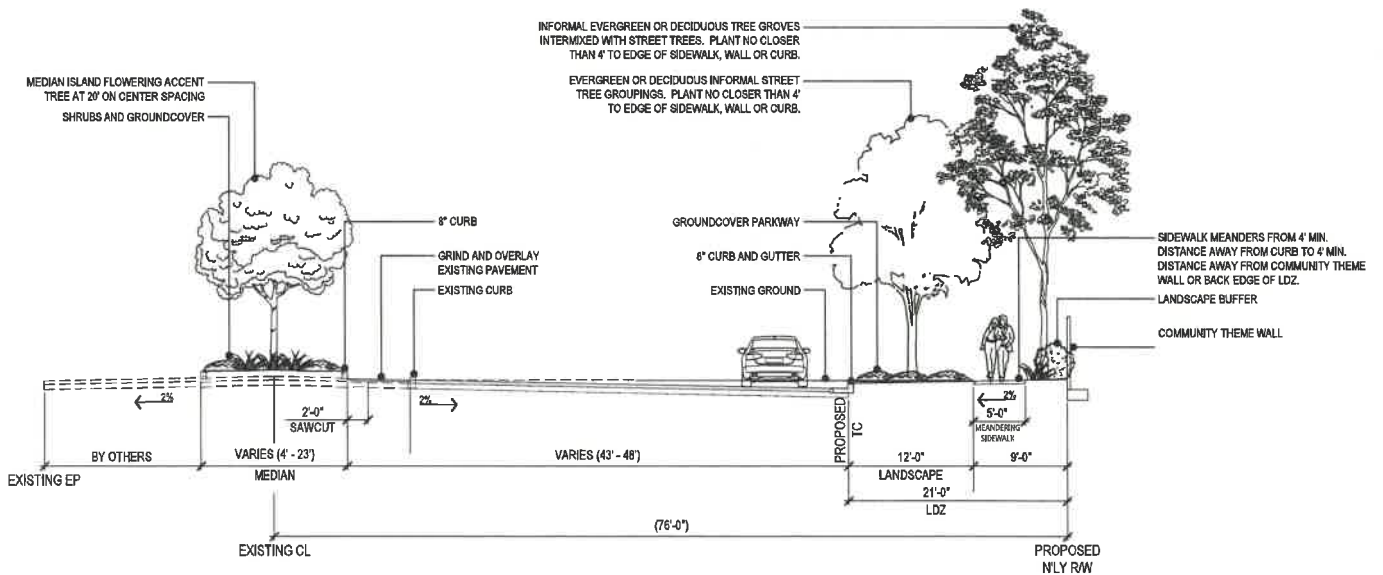


FIGURE IV-7A



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Benton Road (PA 40 Portion) Streetscene

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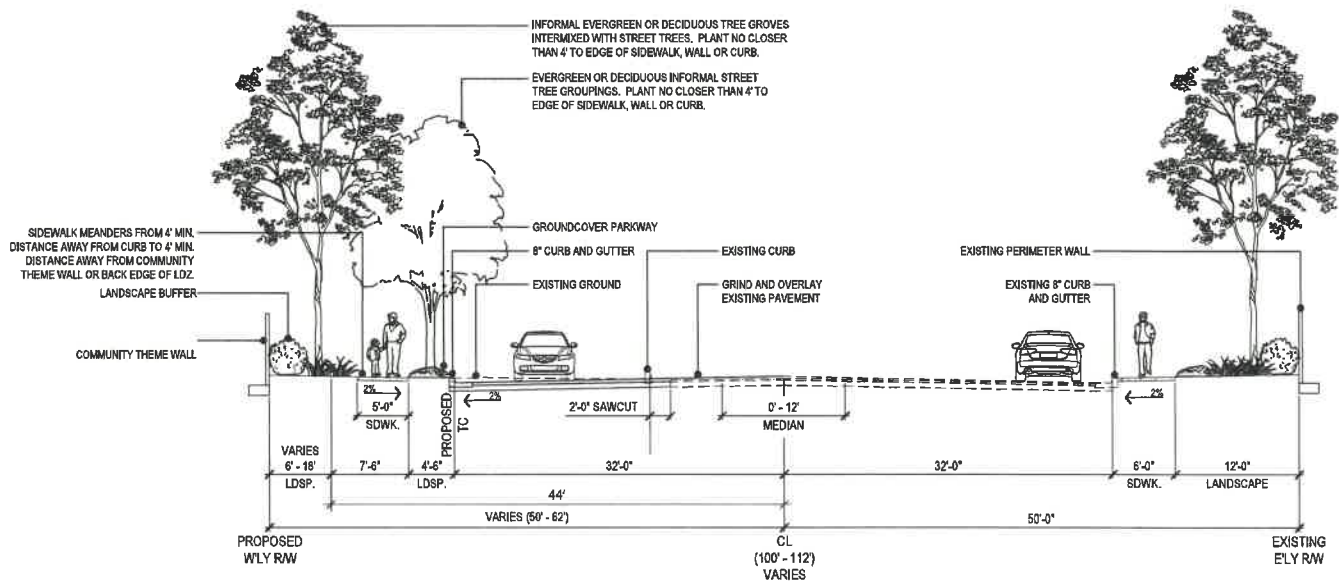


FIGURE IV-7B



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Pourroy Road (PA 40 Portion) Streetscene

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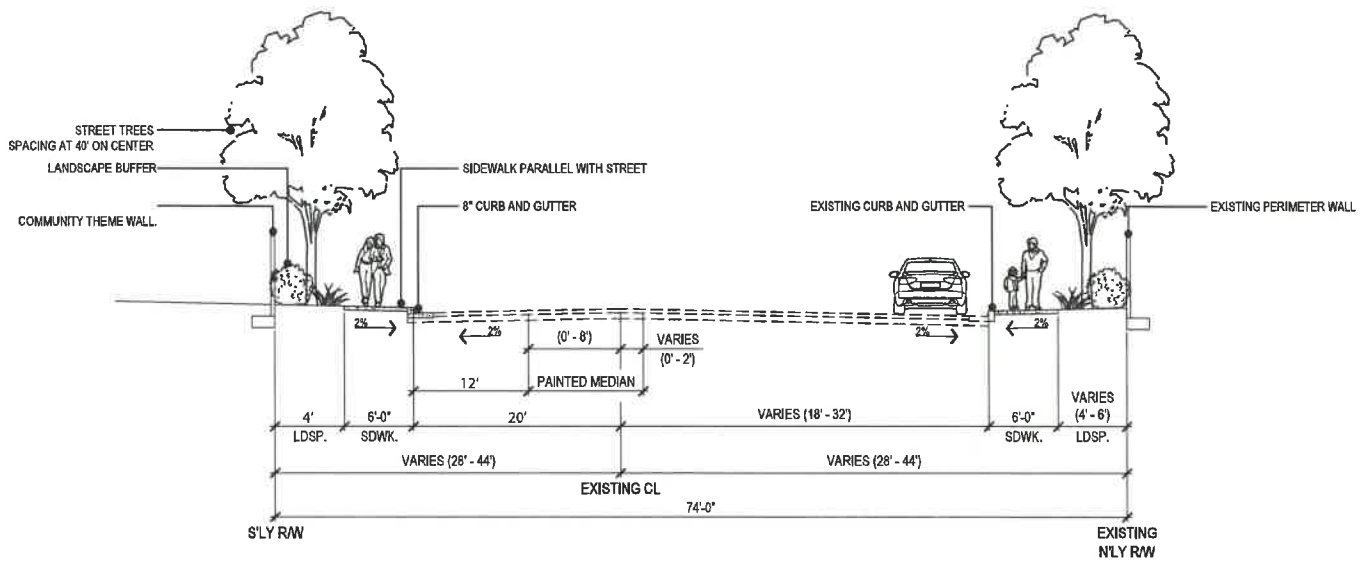


FIGURE IV-8A



San Remo Drive (PA 40/41 Portion) Streetscene

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IV. DESIGN GUIDELINES

Specific Plan No. 246, Amendment No. 7

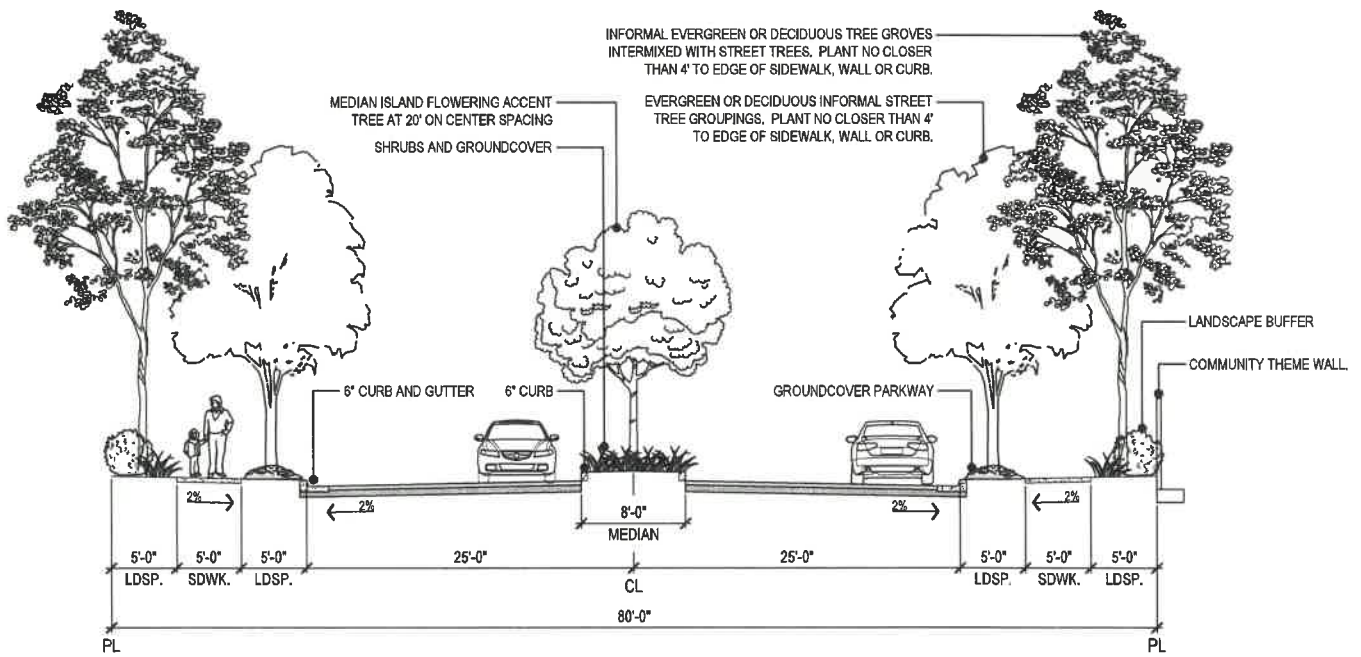


FIGURE IV-8B



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Primary PA 40 Private Entry - San Remo Drive & Benton Road

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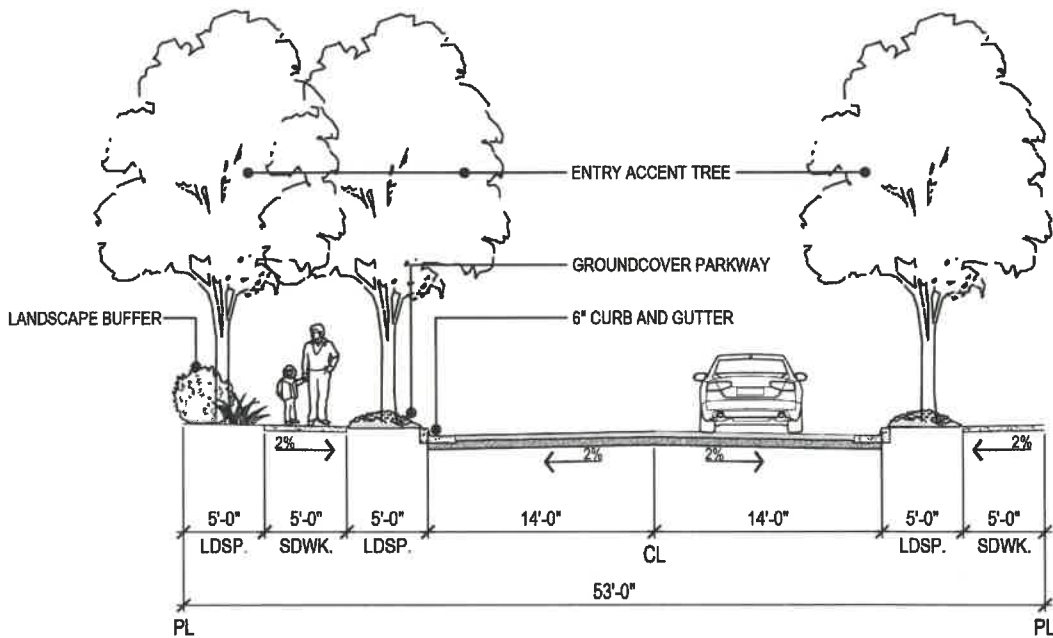


FIGURE IV-8C

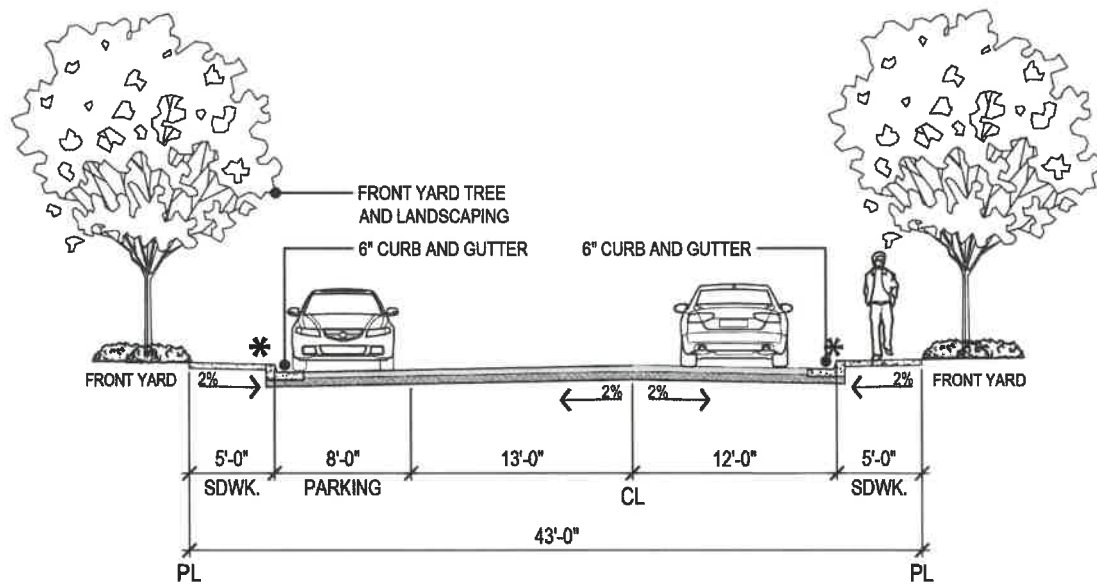


IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Secondary PA 40 Private Entry - Benton Road Streetscene

WINCHESTER 1800



* ZERO INCH/MOUNTED/ROLLED CURBS SHALL BE PROVIDED AT CORNERS WITHIN PA 40 TO ALLOW FOR FIRE TRUCK TURNING.

have compatible drought resistant characteristics. Irrigation programming can then be designed to minimize water application for the entire landscape setting.

Limited plant material selection for common landscape areas associated with WINCHESTER 1800, as described in the text, is contained in the following palette. In addition, a wider variety of plant materials compatible with project theme and setting are listed for use by adjoining developments within WINCHESTER 1800. Other plants not listed in the Specific Plan's Community Plant Palette List may be used, provided they are determined to be consistent with the plant and landscaping standards of the Riverside County Airport Land Use Commission, for the portions of the Specific Plan located within the French Valley Airport Compatibility Plan.

<u>Botanical Name</u>		<u>Common Name</u>
	TREES -EVERGREEN	
Arbutus unedo		Strawberry Tree
Brachychiton populneum		Bottle Tree
Cedrus deodara		Deodar Cedar
Ceratonia siliqua		Carob
Cinnamomum camphora		Camphor Tree
Cupressus glabra		Smooth Arizona Cypress
Eucalyptus cladocalyx		Sugar Gum
Eucalyptus polyanthemos		Silver Dollar Gum
Eucalyptus rudis		Desert Gum
Eucalyptus sideroxylon 'Rosea'		Red Iron Bark
Eucalyptus viminalis		White Gum
Laurus nobilis		Sweet Bay
Magnolia grandiflora		Southern Magnolia
Olea europaea 'Fruitless'		Fruitless Olive
Pinus canariensis		Canary Island Pine
Pinus halepensis and eldarica		Aleppo Pine
Pinus pinea		Italian Stone Pine
Pittosporum phillyraeoides		Willow Pittosporum
Podocarpus gracilior		Fern Pine
Quercus agrifolia		California Live Oak
Quercus ilex		Holly Oak
Quercus suber		Cork Oak
Schinus molle		California Pepper
Ulmus parvifolia 'Drake'		Evergreen Elm
Umbellularia californica		California Bay
	TREES -DECIDUOUS	
Albizia julibrissin		Mimosa Tree
Alnus cordata		Italian Alder

IV. DESIGN GUIDELINES

2) Minor Community Entry Monument - (See Figure IV-16)

WINCHESTER 1800's minor community entries occur at the secondary entrances to the community as well as key interior community intersections. Specifically these entries occur at the intersections of Keller Road and Winchester Road, Street 'E' and Pourroy Road, Street 'E' and Street 'A', Thompson Road and Washington Road, Thompson and the westerly community boundary, Thompson Road and Pourroy Road, ~~Pourroy Road and Benton Road~~, Benton Road and Street 'D' and Street 'D' and Auld Road. There are a total of nineteen (19) minor community entries planned for the community. These entries convey the unique project identity by repetition of significant major entry monument features. The minor entries occur in an informal curvilinear configuration and feature the following:

- a) Curvilinear Community Theme Wall Backdrop (Six Foot (6') High Maximum) at Residential Land Uses
- b) Optional Community Identification Graphics on the Community Theme Wall
- c) Specimen Accent Tree Groupings
- d) Low Foreground Thematic Planter Walls
- e) Formal Shrub Hedge-Row Backdrop Treatment
- f) Foreground Flowering Blend of Vines, Shrubs, Groundcover and Annual Color
- g) Rolling Turf Grass Foreground Introducing Streetscene Treatment Beyond and Creating a Visual Park-Like Threshold

2A) Minor Community Entry Monument (at Benton Road & Pourroy Road) – (See Figure IV-16A)

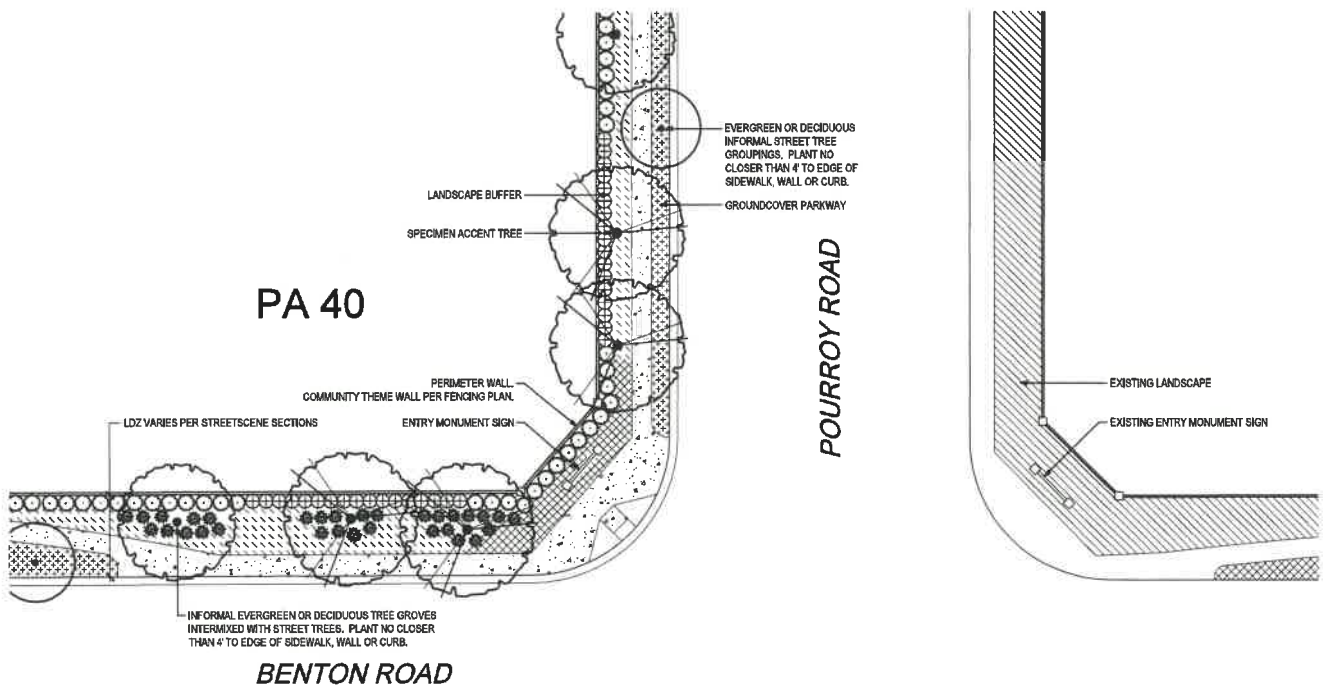
This minor community entry is located at the northwestern corner at the intersection of Benton Road and Pourroy Road and features the following:

- a) Community Theme Wall Backdrop (Six Foot (6') High Maximum) at Residential Land Uses (PA 40)
- b) Entry Monument Sign
- c) Specimen Accent Tree Groupings
- d) Informal Street Tree and/or Grove Groupings (Evergreen or Deciduous)
- e) Groundcover Parkway

3) Neighborhood Entry Monumentation

Residential Neighborhood Entry Monumentation occurs at neighborhood entry intersections. Neighborhood entries occur at two (2) conditions: side yards and rear yards. The exact location and which neighborhood entry condition to be used will be determined when final residential unit plotting has been completed for each parcel within the WINCHESTER 1800 Community.

- a) Neighborhood Entry -Sideyard Condition - (See Figure IV-17)



Minor Entry Monument Plan (Benton Road/Pourroy Road)

WINCHESTER 1800

FIGURE IV-16A



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

b. Walls and Fences

1) Introduction

Walls are a major component in achieving an overall community theme at WINCHESTER 1800. A strong cohesive appearance is achieved through the use of “Community Walls” and general overall wall guidelines.

2) Community Fencing and Traill Wall Plan - (See Figure IV-18)





All walls which adjoin community streetscenes shall be located entirely within the streetscene parcel allowing for common maintenance by either the CSA or Valley-Wide Recreation and Park District. Such walls shall be termed “Community Walls” and shall be designed and installed in accordance with the Community Wall elevations.

Specifically excluded are residential rear yard and side yard situations not adjoining a public street or common use area; single family front yard enclosure fencing; and perimeter fencing for multi-family product areas not adjoining a common maintenance area. Wall applications in these areas will be evaluated for appropriateness with the architectural setting.

a) Solid Wall Requirement - (See Figure IV-19 and Figure IV-19A)

Where privacy or protection of common area views dictate, a solid masonry wall with pilasters shall be used. This can include a community theme solid wall of stucco, masonry block, or split face. Pilaster construction of sixteen inch (16") square column block shall occur at all property lines, changes in vertical and horizontal direction and at other intervals appropriate to the length of wall run. When designated to be installed on the property line between two (2) residential properties, the center line of pilaster should be positioned on the property line with a one inch (1") square permanent marker denoting the property line location for home-owner fence alignment purposes.

LEGEND:

-  COMMUNITY THEME SOLID WALL (FIGURE IV-19)
-  HIGH COMMUNITY THEME OPEN FENCE, SOLID WALL, 6' HIGH TUBULAR STEEL VIEW FENCE OR COMBINATION WALL AND TUBULAR STEEL VIEW FENCE (FIGURE IV-19)
-  OPTIONAL COMMUNITY FIRE FUEL BARRIER WALL (FIGURE IV-19)
-  6' HIGH SPLIT FACE BLOCK WALL WITH CAP AT HOUSE RETURNS AND INTERIOR STREET FONTAGES (FIGURE IV-19)

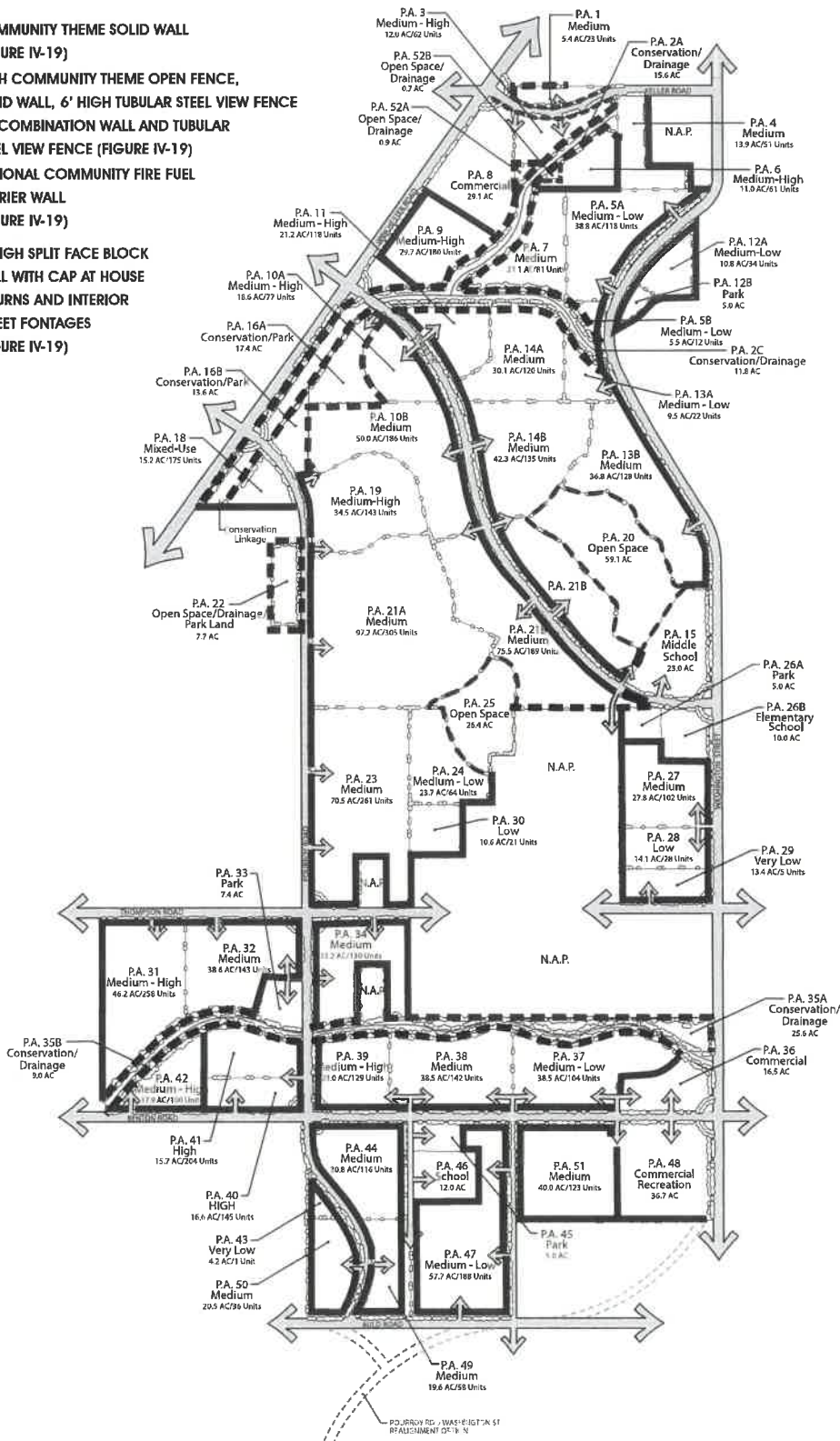


FIGURE IV-18



Community Fencing & Wall Plan

WINCHESTER 1800

IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

- d) When parking is located adjacent to a public street, combination of landscaped berms, walls, and/or planting totaling three feet (3') high should be used to screen cars.

4) ~~Very~~ High Density, Medium High Density, and Medium Density Residential Landscape Requirements

Landscaping is a critical element in achieving an overall quality of life in multi-family density housing. The following criteria shall apply:

- a) Pedestrian and vehicular circulation shall be clearly defined with a landscape treatment.
- b) Carports and parking stalls shall be screened and softened with landscape planters.
- c) Project entry drives should be designed to provide an overview of the landscape and recreational facilities.
- d) Trash bins should be fully enclosed with six foot (6') walls, conforming to the architectural materials and the theme of the project. Walls shall be screened with landscape buffers.
- e) Trash bin locations should be conveniently located for ease of maintenance and trash location. Recommended locations include inside parking courts or at the end of parking bays.
- f) Community streetscene criteria shall be implemented along all major or minor community streetscenes.
- g) Comply with County of Riverside Land Use Ordinance No. 348 landscape standards.
- h) All applicable general residential neighborhood streetscene requirements shall apply.
- i) When parking is located adjacent to a public street, a combination of landscaped berm walls, and/or planting three feet (3') in height should be used to screen cars.
- j) Wherever possible, canopy trees should be utilized to shade and mitigate the summer heat.
- k) Meandering of jogging sidewalks are encouraged.

B. Residential Architectural Design Criteria

1. Architectural Theme

The concept for the Winchester 1800 architectural theme is derived from the timeless California desert traditions and history. Two styles in particular which have long influenced California architecture are the Spanish Colonial and the Monterey styles. Implementation of this project will draw upon these styles to achieve a cohesive sense of place and identity for Winchester 1800.

The choice of an appropriate architectural style, together with its implementation, will ensure the creation of a high-quality community. To achieve this goal, these design standards have been established, setting parameters without restricting creativity. The architectural style in the Winchester 1800 community will utilize:

- Traditional building materials that are still used today for their stability against the elements.
- Use of materials consistent with traditional methods.
- Building elements that create comfort through scale, and mitigate effects of the natural elements.
- Use of different, yet compatible, architectural elements to create variety.
- Integration of building structures and the environment to reflect the cultural and climatic influences of the area.

The following are examples of authentic design imagery and will serve as a guide for developing authentic interpretations for the Winchester 1800 community.

2. Planning Area 40 Architecture

The architectural styles of the residential homes within the Planning Area 40 neighborhood reinforces Winchester 1800's community's theme and reflect the architectural themes and styles prevalent in historically agricultural areas of Southern California. The selected architectural styles for Planning Area 40 within the Winchester 1800 Specific Plan include Spanish, Santa Barbara, and Farmhouse. These complementary architectural styles provide a range of architectural variation, appealing to a variety of potential homeowners and creating visually interesting street scenes. Each architectural style can be applied to the three different housing types offered within the community. The design goal of Planning Area 40 is to achieve contemporary interpretations of historical styles, rather than exact recreations. As such, these Design Guidelines are intended to present images of key features and details representative of the selected architectural styles that should be incorporated into the homes within Planning Area 40.

a) Spanish

The first instance of Spanish architecture in the states occurred in California in the early 1900's. Due to the regions ideal "Mediterranean" climate the style is very well adapted to the Southern California lifestyle. Roof forms are low pitched hips or gables. As shown on Figure IV-25, elements indicative of the style are large stucco walls with windows and doors with headers. Stucco porch columns and multiple panes are synonymous with the style.

b) Santa Barbara

Santa Barbara style architecture refers to the Mediterranean and Spanish Revival Styles built in the 1920s and 1930s. Two main factors that influenced the creation of Santa Barbara style were its resort setting and the city adopting the Hispanic style as its official style. As shown on Figure IV-26, elements indicative of the style are roof forms that may be a combination of hip and gable. Windows may be flanked with shutters and include multiple panes. Arched details are often added to complete the style.

c) Farmhouse

The Farmhouse architectural style is derived from rural settings based on agricultural farm lands throughout America. Each geographic region has its own subtle nuances based on what part of Europe the settlers migrated from. As shown on Figure IV-27, elements indicative of the style includes simple pitched gable roof forms, set on a simple "salt box" massing. Board and batten siding at the gable ends, "barn type" shutters along with use of front porches.

2. Architectural Design Elements

These Design Guidelines are intended to be flexible and are, therefore, illustrative in nature. It is not the intent of these Design Guidelines to require that all of the identified design components and elements be incorporated into the final building designs. Rather, these guidelines serve as a "palette" of character defining elements that can be used in home designs. Builders, and their architects and planners, are encouraged to utilize creativity and imagination when developing exciting designs for Planning Area 40

3. Plotting Diagram - Planning Area 40 (High Density Residential)

Development criteria, development standards, and conceptual lotting illustrations for detached single-family homes within Planning Area 40 are provided on Figure IV-28 and Table IV-1.

Table IV-1 Plotting Diagram – Planning Area 40 (High Density Residential)⁹

Typical Lot	
Minimum Lot Size	2,700 s.f.
Minimum Lot Depth	68'
Minimum Lot Width	40'
Frontage on Flag Lots, Knuckles, or Cul-de-sacs ^{1,2,3}	20'
Lot Coverage (Maximum)	80%
Front Setbacks	
Minimum Living Area ⁴	8'
Minimum Front-Entry Garage ⁵	18'
Minimum Porch/Balcony ⁶	8'
Side Setbacks	
Minimum Interior Side ⁸	3'
Minimum Corner Side	10'
Rear Setbacks	
Minimum Living Area	10'
Building Height (Maximum)	40'
Parking Requirement	2 Garage Spaces (9' x 20' each)
Yard Encroachments (unhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, or stairways)	2'
Notes:	
<ol style="list-style-type: none"> 1. "No Parking" curb striping shall be provided at knuckle and corner conditions. 2. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning. 3. The minimum frontage of each abutting lot utilizing shared private driveways shall be fifteen (15') feet, provided that the combined frontage of these abutting lots have a minimum combined frontage of thirty-five feet (35'). 4. As measured from the main structure to the back of sidewalk. 5. As measured from the garage face to the back of sidewalk. 6. As measured from the front porch/balcony to the back of sidewalk. 7. Shared private driveways are allowed from a public street or private road to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length. 8. As measured from the foundation to the property line. 9. Table IV-1 is for information purposes only: all Development Standards shall be implemented pursuant to the Specific Plan Zoning Ordinance. 	

3. Plotting Diagram - Planning Area 40 (High Density Residential)

Development criteria, development standards, and conceptual lotting illustrations for detached single-family homes within Planning Area 40 are provided on Figure IV-28 and Table IV-1.

Table IV-1 Plotting Diagram – Planning Area 40 (High Density Residential)

<u>Typical Lot</u>	
<u>Minimum Lot Size</u>	<u>2,700 s.f.</u>
<u>Minimum Lot Depth</u>	<u>68'</u>
<u>Minimum Lot Width</u>	<u>40'</u>
<u>Frontage on Knuckles or Cul-de-sacs^{1,2}</u>	<u>20'</u>
<u>Lot Coverage (Maximum)</u>	<u>80%</u>
<u>Front Setbacks</u>	
<u>Minimum Living Area³</u>	<u>8'</u>
<u>Minimum Front-Entry Garage⁴</u>	<u>18'</u>
<u>Minimum Porch/Balcony⁵</u>	<u>8'</u>
<u>Side Setbacks</u>	
<u>Minimum Interior Side</u>	<u>4'</u>
<u>Minimum Corner Side</u>	<u>10'</u>
<u>Rear Setbacks</u>	
<u>Minimum Living Area</u>	<u>10'</u>
<u>Building Height (Maximum)</u>	<u>40'</u>
<u>Parking Requirement</u>	<u>2 Garage Spaces (9' x 20' each)</u>
<u>Yard Encroachments</u> (unhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, or stairways)	<u>2'</u>
Notes:	
1. "No Parking" curb striping shall be provided at knuckle and corner conditions.	
2. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning.	
3. As measured from the main structure to the back of sidewalk.	
4. As measured from the garage face to the back of sidewalk.	
5. As measured from the front porch/balcony to the back of sidewalk.	
6. Shared private driveways are allowed from a public street or private road to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length.	

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Minimum Lot Size	2,700 s.f.
Minimum Lot Depth	68'
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Frontage on Flag Lots, Knuckles, or Cul-de-sacs ^{1,2,3}	20'
Lot Coverage (Maximum)	80%
Front Setbacks	
Minimum Living Area ³⁴	8'
Minimum Front-Entry Garage ⁴⁵	18'
Minimum Porch/Balcony ⁵⁶	8'
Side Setbacks	
Minimum Interior Side	4'
Minimum Corner Side	10'
Rear Setbacks	
Minimum Living Area	10'
Building Height (Maximum)	40'
Parking Requirement	2 Garage Spaces (9' x 20' each)
Yard Encroachments (unhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, or stairways)	2'
Notes:	
1. "No Parking" curb striping shall be provided at knuckle and corner conditions.	
2. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning.	
3. <u>The minimum frontage of each abutting lot utilizing shared private driveways shall be fifteen (15') feet, provided that the combined frontage of these abutting lots have a minimum combined frontage of thirty-five feet (35').</u>	
34. As measured from the main structure to the back of sidewalk.	
45. As measured from the garage face to the back of sidewalk.	
56. As measured from the front porch/balcony to the back of sidewalk.	
67. Shared private driveways are allowed from a public street or private road to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length.	

a. Plan Mix and Variation (Planning Area 40)

1. ~~Each~~ Within Planning Area 40, each floor plan and architectural style shall have at least three distinct elevations, or as approved by the Planning Director.
2. Planning Area 40 shall provide a minimum of three different floor plans and three different architectural styles.
3. One elevation shall not be repeated more than each fourth house.
4. No plan should be plotted side by side from each other with the same elevation.
5. Ten percent (10%) of all homes shall incorporate single-story design elements. Acceptable single-story design elements shall include architectural projections, bay windows, bedrooms, porches, one-story living spaces, one-story garage element, and other similar architectural features. Where shared driveways are utilized, there shall be a clear view from the street to the home.
6. Sufficient color schemes must be provided within the neighborhoods to encourage diversity among the homes on a single local street.

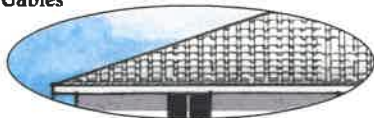
a. Plan Mix and Variation (Planning Area 40)

1. Each floor plan and architectural style shall have at least three distinct elevations, or as approved by the Planning Director.
2. Planning Area 40 shall provide a minimum of three different floor plans and three different architectural styles.
3. One elevation shall not be repeated more than each fourth house.
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6. Sufficient color schemes must be provided within the neighborhoods to encourage diversity among the homes on a single local street.

a. Plan Mix and Variation (Planning Area 40)

1. Within Planning Area 40, each floor plan and architectural style shall have at least three distinct elevations, or as approved by the Planning Director.
2. Planning Area 40 shall provide a minimum of three different floor plans and three different architectural styles.
3. One elevation shall not be repeated more than each fourth house.
4. No plan should be plotted side by side from each other with the same elevation.
5. Ten percent (10%) of all homes shall incorporate single-story design elements. Acceptable single-story design elements shall include architectural projections, bay windows, bedrooms, porches, one-story living spaces, one-story garage element, and other similar architectural features. Where shared driveways are utilized, there shall be a clear view from the street to the home. Shared driveways shall be kept clear for access to those units utilizing the driveway and for any drainage that may be accommodated by the driveway.
6. Sufficient color schemes must be provided within the neighborhoods to encourage diversity among the homes on a single local street.

Low Pitched Roofs with Hips or Gables



Flat Tile or S-Tile Roof



Multiple Paned Windows



Stucco Walls



Window and Door Headers



Stucco Columns



SPANISH ARCHITECTURE STYLE

FIGURE IV-25



IV. DESIGN GUIDELINES

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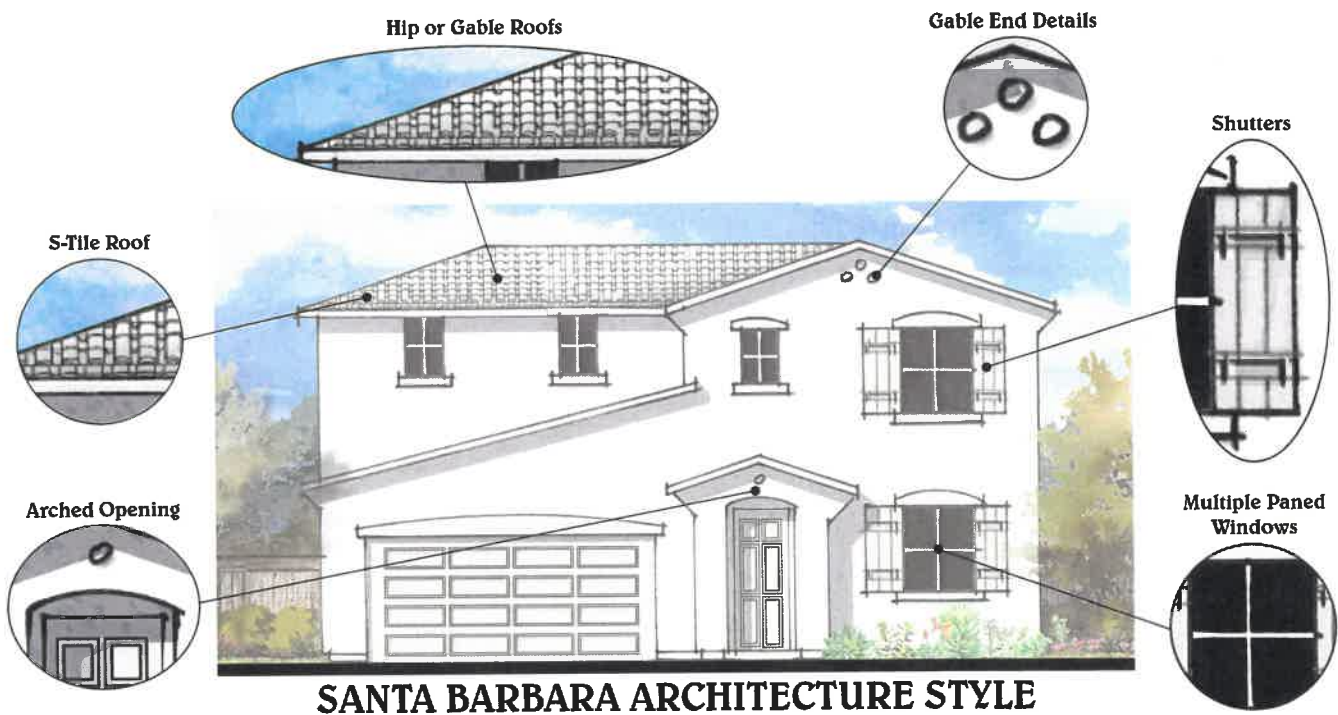
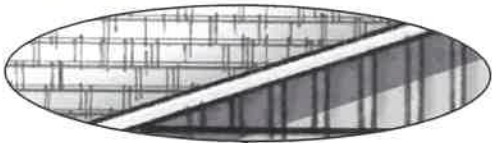


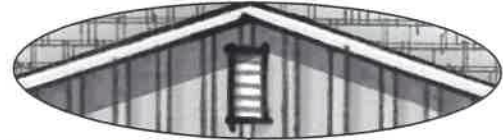
FIGURE IV-26



Simple Pitched Gable Roof



Asymmetrical Massing with Front Gable



Board and Batten at Gable End



"Barn Type" Shutters



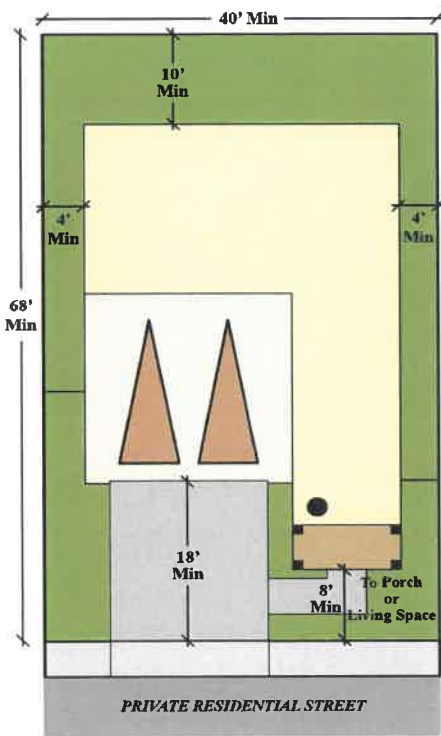
FARMHOUSE ARCHITECTURE STYLE

FIGURE IV-27



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7



DEVELOPMENT STANDARDS - PA 40 (HDR)

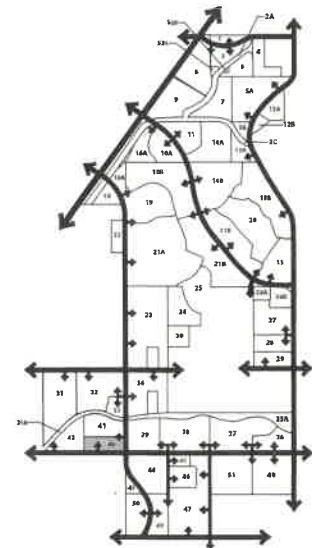
Typical Lot	
Minimum Lot Size	2,700 s.f.
Minimum Lot Depth	68'
Minimum Lot Width	40'
Frontage on Flag Lot, Knuckles, or Cul-de-sac ^{1,2,3}	20'
Lot Coverage (Maximum)	30%
Front Setbacks	
Minimum Living Area ⁴	8'
Minimum Front-Entry (Garage) ⁵	18'
Minimum Porch/Balcony ⁶	8'
Side Setbacks	
Minimum Interior Side	4'
Minimum Corner Side	10'
Rear Setbacks	
Minimum Living Area	10'
Building Height (Maximum)	40'
Parking Requirement	2 Garage Spaces (7' x 20' each)

Yard Encroachments
(unhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, or stairways)

- Notes:
1. "No Parking" curb striping shall be provided at knuckle and corner conditions.
 2. Zero-inch-mountable-rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning.
 3. The minimum frontage of each abutting lot utilizing shared private driveways shall be fifteen (15') feet, provided that the combined frontage of these abutting lots have a minimum combined frontage of thirty-five feet (35').
 4. As measured from the main structure to the back of sidewalk.
 5. As measured from the garage face to the back of sidewalk.
 6. As measured from the front porch/balcony to the back of sidewalk.
 7. Shared private driveways are allowed from a public street or private road to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length.



Note: This exhibit is provided for illustrative purposes only. In cases where the zoning ordinance and Specific Plan 286 conflict, the zoning ordinance shall prevail.



Plotting Diagram - Planning Area 40 (HDR)
WINCHESTER 1800

FIGURE IV-28



IV. DESIGN GUIDELINES

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1 minimum lot area shall be determined by excluding that portion of a lot that is
2 used solely for access to the portion of a lot used as a building site.

- 3 D. The minimum average width of that portion of a lot to be used as a building
4 site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
5 That portion of a lot used for access on "flag" lots shall have minimum width
6 of twenty feet (20').
- 7 E. The minimum frontage of a lot shall be forty feet (40') except that lots
8 fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-
9 five (35') and flag lots may have a minimum frontage of twenty (20') feet.
- 10 F. Side yards on interior and through lots shall be not less than five feet (5') in
11 width.
- 12 G. Side yards on corner and reversed corner lots shall be not less than ten feet
13 (10') from the existing street line or from any future street line as shown on
14 any Specific Plan of Highways, whichever is nearer the proposed structure,
15 upon which the main building sides, except where the lot is less than fifty feet
16 (50') wide, the yard need not exceed twenty percent (20%) of the width of the
17 lot.
- 18 H. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt
19 or other open space identified in Specific Plan No. 286. Otherwise, the rear
20 yard shall not be less than twenty feet (20').
- 21 I. Chimneys and fireplaces shall be allowed to encroach into side yards a
22 maximum of two feet (2'). No other structural encroachments shall be
23 permitted in the front, rear or side yard except as provided for in Section
24 18.19 of Ordinance No. 348.

25 In addition, the following standard shall also apply:

26 AA. Lot coverage shall not exceed fifty percent (50%) for one-story buildings.

27 (3) Except as provided above, all other zoning requirements shall be the same as those
28 requirements identified in Article VI of Ordinance 348.

1 b. Planning Areas 2A, 2C, 20, 22, 25, 35A, 35B, 52A and 52B.

2 (1) The uses permitted in Planning Areas 2A, 2C, 20, 22, 25, 35A, 35B, 52A and
3 52B of Specific Plan No. 286 shall be the same as those uses permitted in Article VIIIe,
4 Section 8.100 of Ordinance No. 348, except that uses permitted pursuant to Section
5 8.100.a.(1), (2), (3), (4), (5), and (8); and b.(1); and c.(1) shall not be permitted. In addition,
6 the permitted uses identified under Section 8.100.a. shall include undeveloped open space
7 and drainage areas.

8 (2) The development standards for Planning Areas 2A, 2C, 20, 22, 25, 35A, 35B,
9 52A and 52B of Specific Plan No. 286 shall be the same as those standards identified in
10 Article VIIIe, Section 8.101 of Ordinance No. 348.

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

13 c. Planning Areas 4, 27, and 34.

14 (1) The uses permitted in Planning Areas 4, 27, and 34 of Specific Plan No. 286
15 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348,
16 except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

17 (2) The development standards for Planning Areas 4, 27, and 34 of Specific Plan
18 No. 286 shall be the same as those standards identified in Article VI, Section 6.2 of
19 Ordinance No. 348, except that the development standards set forth in Article VI, Section
20 6.2.c. and e.(3) and (4) shall be deleted and replaced by the following:

- 21 A. The minimum average width of that portion of a lot to be used as a building
22 site shall be one hundred (100') feet with a minimum average depth of one
23 hundred fifty (150') feet.
- 24 B. The rear yard shall be not less than fifty (50') feet.
- 25 C. Chimneys and fireplaces shall be allowed to encroach into side yards a
26 maximum of two (2') feet. No other structural encroachments shall be
27 permitted in the front, rear or side yard except as provided for in Section
28 18.19 of Ordinance No. 348.

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

3 d. Planning Areas 5A, 5B, 7, 10B, 12A, 13A, 13B, 14A, 14B, 21A, 21B, 23, 24, 32, 37,
4 38, and 44.

5 (1) The uses permitted in Planning Areas 5A, 5B, 7, 10B, 12A, 13A, 13B, 14A,
6 14B, 21A, 21B, 23, 24, 32, 37, 38, and 44 of Specific Plan No. 286 shall be the same as those
7 uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that uses permitted
8 pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted. In addition, the permitted
9 uses identified under Section 6.1.a shall also include public parks and public playgrounds.

10 (2) The development standards for Planning Areas 5A, 5B, 7, 10B, 12A, 13A,
11 13B, 14A, 14B, 21A, 21B, 23, 24, 32, 37, 38, and 44 of Specific Plan No. 286 shall be the
12 same as those standards identified in Article VI, Section 6.2 of Ordinance No. 348, except
13 that the development standards set forth in Article VI, Section 6.2.e.(3) and (4) shall be
14 deleted and replaced by the following:

15 A. The rear yard shall be not less than twenty (20) feet.

16 B. Chimneys and fireplaces shall be allowed to encroach into side yards a
17 maximum of two (2) feet. No other structural encroachments shall be
18 permitted in the front, rear or side yard except as provided for in Section
19 18.19 of Ordinance No. 348.

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

22 e. Planning Area 8.

23 (1) The uses permitted in Planning Area 8 of Specific Plan No. 286 shall be the
24 same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348 except that
25 the uses permitted pursuant to Section 9.50.a.(30), (52), and (64) shall not be permitted. In
26 addition, the permitted uses identified under Section 9.50.b. shall include mini-warehouses,
27 trailer and boat storage, recreational vehicle storage, and vehicle storage.

28 (2) The development standards for Planning Area 8 of Specific Plan No. 286 shall

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1 be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348.

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

4 f. Planning Area 9.

5 (1) The uses permitted in Planning Area 9 of Specific Plan No. 286 shall be the
6 same as those uses permitted in Article VIII, Section 8.1 of Ordinance No. 348.

7 (2) The development standards for Planning Areas 9 of Specific Plan No. 286
8 shall be the same as those standards identified in Article VIII, Section 8.2 of Ordinance No.
9 348.

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

12 g. Planning Areas 10A, 11, 19, 31, 39 and 42.

13 (1) The uses permitted in Planning Areas 10A, 11, 19, 31, 39 and 42 of Specific
14 Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.1 of
15 Ordinance No. 348, except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d.
16 shall not be permitted.

17 (2) The development standards for Planning Areas 10A, 11, 19, 31, 39 and 42 of
18 Specific Plan 286 shall be the same as those permitted in Article VI, Section 6.2 of Ordinance
19 No. 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d.
20 and e.(2), (3) and (4) shall be deleted and replaced by the following:

- 21 A. Lot area shall be not less than five thousand (5,000) square feet. The
22 minimum lot area shall be determined by excluding that portion of a lot that is
23 used solely for access to the portion of a lot used as a building site.
- 24 B. The minimum average width of that portion of a lot to be used as a building
25 site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
26 That portion of a lot used for access on "flag" lots shall have minimum width
27 of twenty feet (20').
28

- 1 C. The minimum frontage of a lot shall be forty feet (40') except that lots
2 fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-
3 five (35') and except that "flag" lots may have a minimum frontage of twenty
4 (20') feet. Lot frontage along curvilinear streets may be measured at the
5 building setback in accordance with zone development standards.
- 6 D. Side yards on interior and through lots shall be not less than five feet (5') in
7 width. Side yards on corner and reversed corner lots shall be not less than ten
8 feet (10') from the existing street line or from any future street line as shown
9 on any Specific Plan of Highways, whichever is nearer the proposed structure,
10 upon which the main building sides, except where the lot is less than fifty feet
11 (50') wide, the yard need not exceed twenty percent (20%) of the width of the
12 lot.
- 13 E. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt
14 or other open space identified in Specific Plan No. 286. Otherwise, the rear
15 yard shall not be less than twenty feet (20').
- 16 F. Chimneys and fireplaces shall be allowed to encroach into side yards a
17 maximum of two feet (2'). No other structural encroachments shall be
18 permitted in the front, rear or side yard except as provided for in Section
19 18.19 of Ordinance No. 348.

20 In addition, the following standard shall also apply:

- 21 AA. Lot coverage shall not exceed fifty percent (50%) for one-story buildings.
- 22 (3) Except as provided above, all other zoning requirements shall be the same as
23 those requirements identified in Article VI of Ordinance 348.
- 24 h. Planning Areas 12B, 16A, 16B, 26A, 33 and 45.
- 25 (1) The uses permitted in Planning Areas 12B, 16A, 16B, 26A, 33, and 45 of
26 Specific Plan No. 286 shall be the same as those uses permitted in Article VIIIe, Section
27 8.100 of Ordinance No. 348, except that uses permitted pursuant to Section 8.100.a.(1), (2),
28 and (6) and b.(1) shall not be permitted. In addition, the permitted uses identified under

1 Section 8.100.a. shall include public parks and trails.

2 (2) The development standards for Planning Areas 12B, 16A, 16B, 26A, 33, and
3 45 of Specific Plan No. 286 shall be the same as those standards identified in Article VIIIe,
4 Section 8.101 of Ordinance No. 348.

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

7 i. Planning Areas 15, 26B and 46.

8 (1) The uses permitted in Planning Areas 15, 26B and 46 of Specific Plan No. 286
9 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348. In
10 addition, the permitted uses identified under Section 6.1 a. shall also include public schools.

11 (2) The development standards for Planning Areas 15, 26B and 46 of Specific
12 Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.2 of
13 Ordinance No. 348, except that the development standards set forth in Article VI, Section
14 6.2.e.(3) and (4) shall be deleted and replaced by the following:

15 A. The rear yard shall be not less than twenty (20') feet.

16 B. Chimneys and fireplaces shall be allowed to encroach into side yards a
17 maximum of two (2') feet. No other structural encroachments shall be
18 permitted in the front, rear or side yard except as provided for in Section
19 18.19 of Ordinance No. 348.

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

22 j. Planning Area 18.

23 (1) The uses permitted in Planning Area 18 of Specific Plan No. 286 shall be the
24 same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that
25 the uses permitted pursuant to Section 9.50.a.(11), (23), (30), (32), (52) and (64); b.(5) and
26 (7) shall not be permitted. In addition, the permitted uses identified under Section 9.50.a.
27 shall also include single-family dwellings, multiple family dwellings, congregate care
28 residential facilities, public and private recreation areas, and paseos/trails.

1 (2) The developments standards for commercial uses within Planning Area 18 of
2 Specific Plan No. 286 shall be the same as those standards identified in Article IXb, Section
3 9.53 of Ordinance No. 348. For purposes of this ordinance amendment, a commercial use
4 shall be defined as development that included any permitted use other than single-family
5 dwellings, multiple family dwelling or apartments.

6 (3) The development standards for residential uses and combined residential and
7 commercial uses within Planning Area 18 of Specific Plan No. 286 shall be as follows:

8 A. Lot area shall be not less than seven thousand two hundred (7,200) square feet
9 for detached single-family dwellings with a minimum average width of sixty
10 feet (60') and a minimum average depth of one hundred feet (100').

11 B. The minimum front and rear yards shall be twenty feet (20') and ten feet (10')
12 respectively for single-family dwellings. The minimum front and rear yards
13 shall be ten feet (10') for all other permitted uses that do not exceed thirty-five
14 feet (35') in height. Any portion of a building that exceeds thirty-five feet
15 (35') in height shall be set back from the front and rear lot lines no less than
16 ten feet (10') plus two (2') feet for each foot by which the height exceeds
17 thirty-five feet (35'). The front setback shall be measured from any existing
18 or future street line as shown on any specific street plan of the County. The
19 rear setback shall be measured from the existing rear lot line or from any
20 recorded alley or easement; if the rear line adjoins a street, the rear setback
21 requirement shall be the same as required for a front setback.

22 C. The minimum side yard shall be five feet (5') for buildings that do not exceed
23 thirty-five feet (35') in height. Any portion of a building that exceeds thirty-
24 five feet (35') in height shall be set back from each side lot line five feet (5')
25 plus two feet (2') for each foot by which the height exceeds thirty-five feet
26 (35'). If the side yard adjoins a street, the side setback requirement shall be
27 the same as required for a front setback. No structural encroachments shall be
28 permitted in the front, side or rear yards except as provided in Section 18.19

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of Ordinance No. 348.

- D. No structural encroachments shall be permitted in the front, side, or rear yard except as provided in Section 18.19 of Ordinance No. 348.
- E. No lot shall have more than fifty percent (50%) of its net area covered with building or structures.
- F. The maximum ratio of floor area to lot area shall not be greater than two to one (2:1), not including basement floor area.
- G. All buildings and structures shall not exceed fifty feet (50') in height, unless a height up to seventy-five feet (75') is specifically permitted under the provisions of Section 18.34 of Ordinance No. 348.
- H. Automobile storage space shall be provided as required by Section 18.12 of Ordinance No. 348.
- I. Interior side yards may be reduced to accommodate zero lot line or common wall situations, except that, in no case shall the reduction in side yard areas reduce the required separation between detached structures.
 - J. Setback areas may be used for driveways, parking and landscaping.
- K. A minimum of fifteen percent (15%) of the site proposed for development shall be landscaped and irrigated.
- L. Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area.
 - M. Outside storage areas are prohibited.
- N. Utilities shall be installed underground except that electrical lines rated at 33kV or greater may be installed above ground.
- O. All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed and arranged to

1 prevent glare to direct illumination on residential uses.

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

4 k. Planning Areas 28 and 30.

5 (1) The uses permitted in Planning Areas 28 and 30 of Specific Plan No. 286 shall
6 be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except
7 that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

8 (2) The development standards for Planning Areas 28 and 30 of Specific Plan No.
9 286 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance
10 No. 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d.
11 and e.(2) and (3) shall be deleted and replaced by the following:

12 A. Lot area shall be not less than twenty thousand (20,000) square feet. The
13 minimum lot area shall be determined by excluding that portion of a lot that is
14 used solely for access to the portion of a lot used as a building site.

15 B. The minimum average width of that portion of a lot to be used as a building
16 site shall be one hundred feet (100') with a minimum average depth of one
17 hundred fifty feet (150'). That portion of a lot used for access on "flag" lots
18 shall have a minimum width of twenty feet (20').

19 C. The side yard shall not be less than ten feet (10').

20 D. The rear yard shall not be less than fifty feet (50').

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

23 l. Planning Area 29.

24 (1) The uses permitted in Planning Area 29 of Specific Plan No. 286 shall be the
25 same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that
26 uses permitted pursuant to Section 6.1.b.(I) and (3) and d. shall not be permitted.

27 (2) The development standards for Planning Area 29 of Specific Plan No. 286
28 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance No.

1 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d. and
2 e.(2), (3) and (4) shall be deleted and replaced by the following:

- 3 A. Lot area shall be not less than two and one-half (2 1/2) gross acres. The
4 minimum lot area shall be determined by excluding that portion of a lot that is
5 used solely for access to the portion of a lot used as a building site.
- 6 B. The minimum average width of that portion of a lot to be used as a building
7 site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
- 8 C. The minimum frontage of a lot shall be forty feet (40').
- 9 D. Side yards on interior and through lots shall be not less than five feet (5') in
10 width. Side yards on corner and reversed corner lots shall be not less than ten
11 feet (10') from the existing street line or from any future street line as shown
12 on any Specific Plan of Highways, whichever is nearer the proposed structure,
13 upon which the main building sides, except where the lot is less than fifty feet
14 (50') wide, the yard need not exceed twenty percent (20%) of the width of the
15 lot.
- 16 E. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt
17 or other open space identified in Specific Plan No. 286. Otherwise, the rear
18 yard shall not be less than twenty feet (20').
- 19 F. Chimneys and fireplaces shall be allowed to encroach into side yards a
20 maximum of two (2) feet. No other structural encroachments shall be
21 permitted in the front, rear or side yard except as provided for in Section
22 18.19 of Ordinance No. 348.

23 In addition, the following standard shall also apply:

- 24 AA. Lot coverage shall not exceed fifty percent (50%).
- 25 (3) Except as provided above, all other zoning requirements shall be the same as
26 those requirements identified in Article VI of Ordinance 348.

27
28 m. Planning Area 36.

1 (1) The uses permitted in Planning Area 36 of Specific Plan No. 286 shall be the
2 same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348 except that
3 the uses permitted pursuant to Section 9.50.a.(30), (52), and (64) shall not be permitted.

4 (2) The development standards for Planning Area 36 of Specific Plan No. 286
5 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No.
6 348.

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

9 n. Planning Area 40.

10 (1) The uses permitted in Planning Area 40 of Specific Plan No. 286 shall be the
11 same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that
12 uses permitted pursuant to Section 6.1.A.(3), (5), (7), (8), and (9); B.(5) and (6); C.(1); and
13 E.(1), shall not be permitted.

14 (2) The development standards for Planning Area 40 of Specific Plan No. 286
15 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance No.
16 348, except that the development standards set forth in Article VI, Section 6.2. A., B., C., D.,
17 E., F., and G. shall be deleted and replaced by the following:

18 A. Building height shall not exceed three stories, with a maximum height of forty
19 (40') feet.

20 B. Lot area shall be not less than two thousand seven hundred (2,700) square
21 feet.

22 C. The minimum average width of that portion of a lot to be used as a building
23 site shall be forty feet (40') with a minimum average depth of sixty-eight feet
24 (68'). That portion of a lot used for access on flag lots shall have minimum
25 width of twenty feet (20').

26 D. The minimum frontage of a lot shall be forty feet (40') except that lots
27 fronting on knuckles or cul-de-sacs may have a minimum frontage of twenty
28 feet (20') and flag lots may have a minimum frontage of twenty feet (20'). The

1 minimum frontage of each abutting lot utilizing shared private driveways
2 shall be fifteen (15') feet, provided that the combined frontage of these
3 abutting lots have a minimum combined frontage of thirty-five feet (35').

4 E. Minimum yard requirements are as follows:

5 1. The minimum front yard setback to a habitable portion of the main
6 building shall be eight feet (8') measured from edge of the right-of-
7 way or the back of sidewalk for a private residential street. The
8 minimum front yard setback to side-in garages shall be eight feet (8').
9 The minimum front yard setback to front facing garages shall be
10 eighteen feet (18').

11 2. Side yards on interior and through lots shall be not less than three feet
12 (3') in width. Side yards on corner and reversed corner lots shall be
13 not less than ten feet (10').

14 3. The rear yard shall be not less than ten feet (10').

15 4. Chimneys, fireplaces, and other unhabitable architectural features that
16 extend beyond the building face shall be allowed to encroach into
17 setbacks a maximum of two feet (2') provided there is a minimum
18 setback of three feet (3') provided from the edge of foundation to the
19 property line. No other structural encroachments shall be permitted in
20 the front, rear or side yard except as provided for in Section 18.19 of
21 Ordinance No. 348.

22 F. Each dwelling unit shall provide a minimum of two (2) garage spaces.

23 G. In no case shall more than eighty percent (80%) of any lot be covered by
24 dwelling.

25 In addition, the following standard shall also apply:

26 AA. No Parking curb striping shall be provided at the outside curve of knuckle and
27 corner conditions.

28 BB. Zero-inch, mountable, or rolled curbs shall be provided at knuckle and corner

1 conditions to allow for fire apparatus turning movements.

2 CC. Shared private driveways are allowed from a private street to serve a
3 maximum of two (2) dwelling units, provided that the shared driveway is no
4 less than twenty (20') feet wide for its entire length.

5 (3) Except as provided above, all other zoning requirements shall be the same as those
6 requirements identified in Article VI of Ordinance 348.

7 o. **Planning Area 41.**

8 (1) The uses permitted in Planning Area 41 of Specific Plan No. 286 shall be the
9 same as those uses permitted in Article VIII, Section 8.1 of Ordinance No. 348.

10 (2) The development standards for Planning Areas 41 of Specific Plan No. 286
11 shall be the same as those standards identified in Article VIII, Section 8.2 of Ordinance No.
12 348.

13 (3) The residential uses within Planning Area 41 of Specific Plan No. 286 shall
14 also be subject to the standards for Planned Residential Developments set forth in Article
15 XVIII, Section 18.5 of Ordinance 348 except that the standards set forth in Section 18.5 b.
16 and c. shall be deleted and replaced with the following:

17 A. Not less than 20 percent (20%) of a project area shall be used for open area or
18 recreational facilities, or a combination thereof. The height of buildings shall
19 not exceed thirty-five feet (35') and the distance between buildings shall be
20 ten feet (10').

21 B. Building setbacks from a project's interior streets and boundary lines shall be
22 eight feet (8'). The minimum building setback from interior drives shall be
23 five feet (5').

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

26 p. **Planning Area 43.**

1 (1) The uses permitted in Planning Area 43 of Specific Plan No. 286 shall be the
2 same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that
3 uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

4 (2) The development standards for Planning Area 43 of Specific Plan No. 286
5 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance No.
6 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d. and
7 e.(2), (3) and (4) shall be deleted and replaced by the following:

- 8 A. Lot area shall be not less than four (4) acres gross. The minimum lot area
9 shall be determined by excluding that portion of a lot that is used solely for
10 access to the portion of a lot used as a building site.
- 11 B. The minimum average width of that portion of a lot to be used as a building
12 site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
- 13 C. The minimum frontage of a lot shall be forty feet (40').
- 14 D. Side yards on interior and through lots shall be not less than five feet (5') in
15 width. Side yards on corner and reversed corner lots shall be not less than ten
16 feet (10') from the existing street line or from any future street line as shown
17 on any Specific Plan of Highways, whichever is nearer the proposed structure,
18 upon which the main building sides, except where the lot is less than fifty feet
19 (50') wide, the yard need not exceed twenty percent (20%) of the width of the
20 lot.
- 21 E. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt
22 or other open space identified in Specific Plan No. 286. Otherwise, the rear
23 yard shall not be less than twenty feet (20').
- 24 F. Chimneys and fireplaces shall be allowed to encroach into side yards a
25 maximum of two feet (2'). No other structural encroachments shall be
26 permitted in the front, rear or side yard except as provided for in Section
27 18.19 of Ordinance No. 348.

28 In addition, the following standard shall also apply:

1 AA. Lot coverage shall not exceed fifty percent (50%).

2 (3) Except as provided above, all other zoning requirements shall be the same as
3 those requirements identified in Article VI of Ordinance 348.

4 g. Planning Areas 47, 49, 50, and 51.

5 (1) The uses permitted in Planning Areas 47, 49, 50, and 51 of Specific Plan No.
6 286 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No.
7 348, except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be
8 permitted.

9 (2) The development standards for Planning Areas 47, 49, 50, and 51 of Specific
10 Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.2 of
11 Ordinance No. 348, except that the development standards set forth in Article VI, Section
12 6.2.c., and c.(3) and (4) shall be deleted and replaced by the following:

13 A. The minimum average width of that portion of a lot to be used as a building
14 site shall be sixty feet (60') with a minimum average depth of one hundred
15 feet (100'). However, for areas immediately adjacent to low density
16 residential as shown on Figure 4-10 of Specific Plan No. 286, the minimum
17 average width of that portion of the lot to be used as a building site shall be
18 one hundred feet (100') with a minimum average depth of one hundred fifty
19 feet (150'). That portion of a lot used for access on "flag" lots shall have
20 minimum width of twenty feet (20').

21 B. The rear yard shall be not less than twenty feet (20'). However, for areas
22 immediately adjacent to low-density residential as shown on Figure 4-10 of
23 Specific Plan No. 286, the rear yard shall not be less than fifty feet (50').

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

28 (3) Except as provided above, all other zoning requirements shall

1 be the same as those requirements identified in Article VI of Ordinance 348.

2 I. Planning Area 48.

3 (1) The uses permitted in Planning Area 48 of Specific Plan No. 286 shall be the
4 same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that
5 the uses permitted pursuant to Section 9.50.a.(14), (19), (22), (25), (29),(30), (37), (41), (43),
6 (44), (49), (50), (52), (54), (62), (64), (69), (71), (72), (80), (85), and (91); b.(1), (2), (6), (7),
7 (9), (13), (17), and (18) shall not be permitted.

8 (2) The development standards for Planning Area 48 of Specific Plan No. 286
9 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No.
10 348.

11 (3) Except as provided above, all other zoning requirements shall be the same as
12 those requirements identified in Article IXb of Ordinance No. 348.¹⁵

1 Section 3. This ordinance shall take effect thirty (30) days after its adoption.

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

4 By _____
5 Chairman, Board of Supervisors

6 ATTEST:
7 KECIA HARPER
8 Clerk of the Board

9 By _____
10 Deputy

11 (SEAL)

12 APPROVED AS TO FORM:
13 July _____, 2020

14 By: _____
15 AARON C. GETTIS
16 Supervising Deputy County Counsel

WINCHESTER 1800

SPECIFIC PLAN AMENDMENT NO. 286A7, GENERAL PLAN AMENDMENT NO. 190013, CHANGE OF
ZONE NO. 1900017, AND TENTATIVE TRACT MAP NO. 37715

ADDENDUM No. 6 TO ENVIRONMENTAL IMPACT REPORT No. 374

CEQA CASE No. CEQ190044

LEAD AGENCY:

RIVERSIDE COUNTY
PLANNING DEPARTMENT
4080 LEMON STREET, 12TH FLOOR
RIVERSIDE, CA 92501

PROJECT APPLICANT:

MLC HOLDINGS, INC.
5 PETERS CANYON ROAD, SUITE 310
IRVINE, CA 92606

CEQA CONSULTANT:



T&B PLANNING, INC.
3200 EL CAMINO REAL, SUITE 100
IRVINE, CA 92602

July 7, 2020

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A	Air Quality and Greenhouse Gas Emissions Impact Analysis
B	Biological Technical Report
C	Cultural Resources Report
D	Energy Impact Analysis
E	Geotechnical Report
F1	Phase I Environmental Site Assessment
F2	Limited Soils Sampling Report
G1	Hydrology Study
G2	Water Quality Management Plan
H	Noise Study
I	Traffic Impact Analysis

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
AB	Assembly Bill
ACM	Asbestos Containing Materials
ADT	Average Daily Trips
afy	acre-feet per year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	Above mean sea level
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
AST	Above-Ground Storage Tank
BFSA	Brian F. Smith and Associates (Cultural Resources Consultant)
BMP	Best Management Practices
BTR	Biological Technical Report
CAP	Climate Action Plan
CAPSSA	Criteria Area Plant Species Survey Area
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CEQA	California Environmental Quality Act
c.f.	Cubic Feet
cfs	Cubic Feet per Second
CIWMP	County Integrated Waste Management Plan
CMP	Congestion Management Program
CMU	Concrete Masonry Units
COA	Condition of Approval
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CPEP	Clean Power and Electrification Pathway
CR	Commercial Retail
CRHR	California Register of Historical Resources
CSA	Community Service Area
CWA	Clean Water Act
cy	Cubic Yards
CZ	Change of Zone
dB	Decibels
dba	Decibels (A-Weighted)

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
DBESP	Determination of Biological Equivalent or Superior Preservation
DIFs	Development Impact Fees
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
du/ac	Dwelling units per acre
DWR	Department of Waste Resources
EA	Environmental Assessment
EAP	Existing plus Ambient plus Project (Traffic Analysis Scenario)
EAPC	Existing plus Ambient plus Project plus Cumulative (Traffic Analysis Scenario)
EDR	Estate Density Residential
EI	Expansion Index
EIR	Environmental Impact Report
EMFAC	Emission FACtor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
E+P	Existing plus Project (Traffic Analysis Scenario)
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FCS	FirstCarbon Solutions (Consultant)
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GCC	Global Climate Change
GHG	Greenhouse Gas
GLA	Glenn Lukos Associates (Project Biologist)
GPA	General Plan Amendment
gpd	gallons per day
GTE	General Telephone Company
HCP	Habitat Conservation Plan
HDR	High Density Residential
HOA	Homeowners Association
HVAC	Heating/Ventilating/Air Conditioning

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
I	Interstate
IS	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
IWMA	Integrated Waste Management Act
kWh	Kilowatt Hours
LBP	Lead-based Paint
LDR	Low Density Residential
LOS	Level of Service
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendant
MMP	Mitigation Monitoring Program
MND	Mitigated Negative Declaration
mph	miles per hour
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
MSHCP	Multiple Species Habitat Conservation Plan
MT	Metric Tons
N ₂ O	Nitrous Oxide
NAHC	Native American Heritage Commission
NEPSSA	Narrow Endemic Plant Species Survey Area
NIA	Noise Impact Analysis
No.	Number
NO _x	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OS-CD	Open Space-Conservation Drainage
OS-R	Open Space-Recreation
PA	Planning Area
PM _{2.5}	Particulate Matter (2.5 micrometers or less diameter)
PM ₁₀	Particulate Matter (10 micrometers or less diameter)
PPV	Peak Particle Velocity

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
R-1	One-Family Dwellings-Mountain Resort
R-A-1	Residential Agricultural, 1-acre minimum lot size
R-A-5	Residential Agricultural, 5-acre minimum lot size
RBBD	Road and Bridge Benefit District
RCFC	Riverside County Flood Control
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCIT	Riverside County Information Technology
RCNM	Roadway Construction Noise Model
RCRWRF	Rancho California Regional Water Reclamation Facility
RCTC	Riverside County Transportation Commission
RECs	Recognized Environmental Conditions
ROW	Right of Way
R-R	Rural Residential
RR	Rural Residential
RR	Regulatory Requirement
RTA	Riverside Transit Agency
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SPA	Specific Plan Amendment
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
s.f.	square feet or square foot
SKR	Stephens' Kangaroo Rat
SMARA	Surface Mining and Reclamation Act
SP	Specific Plan
SR	State Route
STC	Sound Transmission Class
SWAP	Southwest Area Plan
SWPPP	Storm Water Pollution Prevention Plan
TACs	Toxic Air Contaminants
tpd	tons per day
TIA	Traffic Impact Analysis
TMA	Transportation Management Association

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
TVRWRF	Temecula Valley Regional Water Reclamation Facility
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VHDR	Very High Density Residential
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan
WRP	Waste Recycling Plan

1.0 Introduction

1.1 DOCUMENT PURPOSE

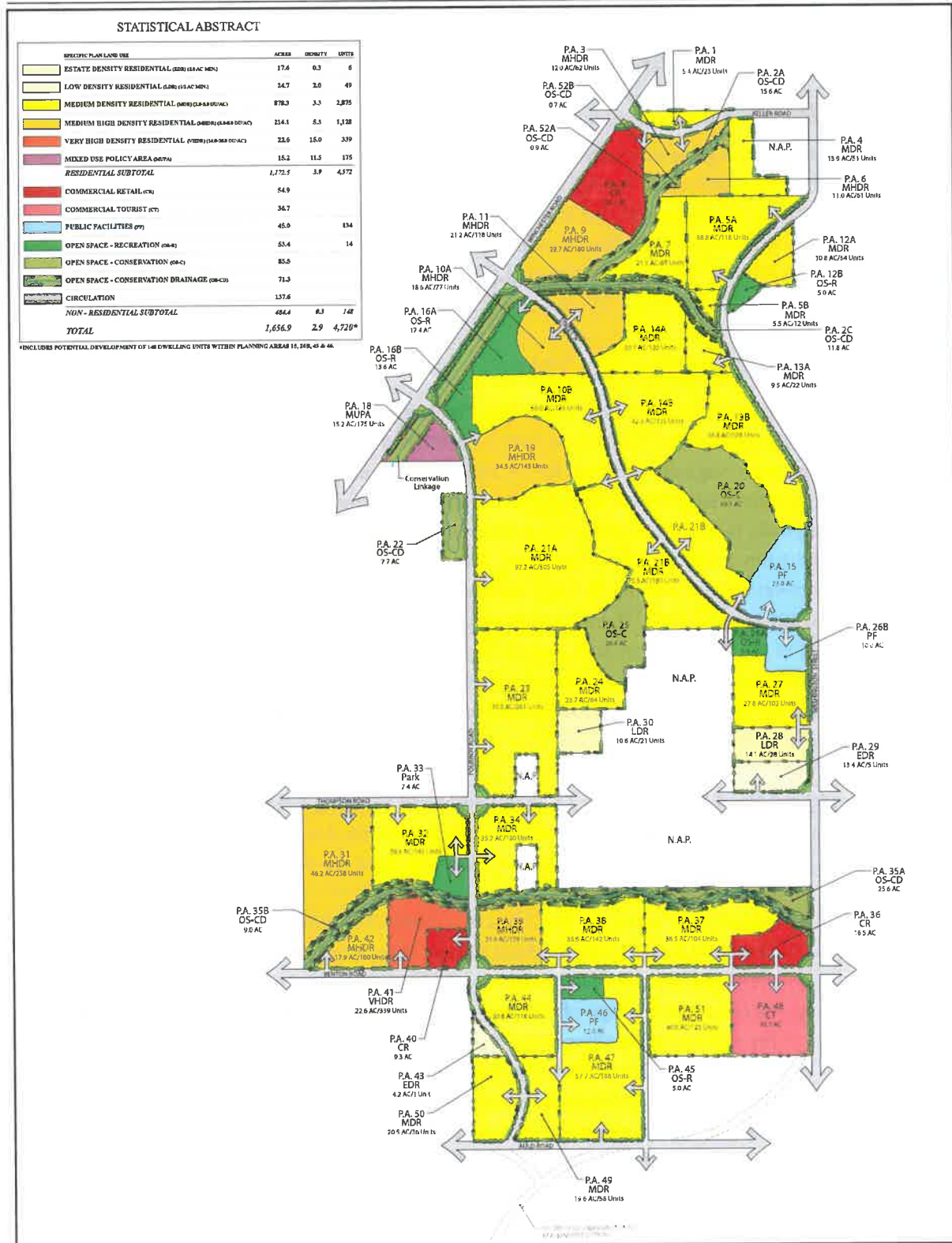
This introduction provides general information regarding: 1) the history of the Project site; 2) standards of adequacy for an Environmental Impact Report (EIR) Addendum under the California Environmental Quality Act (CEQA); 3) a summary of the Initial Study findings supporting the Lead Agency's (Riverside County) decision to prepare an EIR Addendum for the Project; 4) a description of the format and content of this EIR Addendum; and 5) the governmental processing requirements to consider the Project for approval.

1.2 HISTORY OF SPECIFIC PLAN NO. 286

The Riverside County Board of Supervisors adopted the Winchester 1800 Specific Plan No. 286 (SP No. 286) by resolution (Resolution No. 97-090) on April 29, 1997 and concurrently certified a Final EIR (EIR No. 374). The land use plan originally adopted for SP 286 allowed for 5,806 dwelling units to be developed along with approximately 942,000 s.f. of commercial uses, 44 acres of park uses, 73.1 acres of natural open space, and public facility uses. Prior to certification of EIR No. 374, the total homes allowed in SP 286 was reduced from 5,806 to 4,679; however, EIR No. 374 evaluated a "worst case" scenario by assuming future development with up to 5,806 dwelling units. Following certification of the Final EIR for Specific Plan No. 286 in April 1997, there have been six major amendments to SP 286 that reduced the land use intensity of the Specific Plan area. Specifically, as a result of these prior amendments to SP 286 the total number of dwelling units was reduced from 5,806 to 4,720. The adopted land use plan for the SP 286 is depicted on Figure 1-1, *SP 286 Adopted Land Use Plan*. Provided below is a summary of the previously-approved amendments to Specific Plan No. 286.

- **Amendment No. 1 (adopted July 11, 2000)** amended Planning Areas 43, 44, 45, 46 and 47. The changes to the Specific Plan as approved in Amendment No. 1 were as follows:
 - Revised the park concept for Planning Area 45 to reflect Valley-Wide Park and Recreation District standards;
 - Added two acres to the 10-acre school site within Planning Area 46 to reflect Temecula Valley Unified School District Standards;
 - Increased the size of Planning Area 43 from 4.1 acres to 4.2 acres;
 - Increase the acreage of Planning Area 44 from 28 acres to 30.8 acres and increasing the number of dwelling units allocated to this planning area from 104 to 116;
 - Reduced the size of Planning Area 47 from 58.5 acres to 57.7 acres while increasing the number of dwelling units allocated to this planning area from 158 to 188;
 - Allowed for development of residential development within Planning Areas 45 and 46 in the event that Planning Area 45 is not needed for development of a park and/or Planning Area 46 is not needed for development of a school. A total of 14 units were allocated to Planning Area 45 and 32 units were allocated to Planning Area 46; and
 - Provided a sign program.

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Source(s): T&B Planning (06-02-2015)

Figure 1-1



NOT TO SCALE

SP 286 ADOPTED LAND USE PLAN

- **Amendment No. 2 (adopted December 18, 2000)** added two additional Planning Areas (PAs 49 and 50) and 40.1 acres to Specific Plan No. 286 immediately adjacent to the southwestern portion of the Specific Plan area. The areas added to SP 286 are bordered by Planning Areas 43 and 44 to the north, Planning Area 47 to the east, and Auld Road to the south with Pourroy Road bisecting the site. The changes to the Specific Plan as approved in Amendment No. 2 were as follows:
 - Added Planning Area 49 to the Specific Plan, located to the east of Pourroy Road, consisting of 19.6 acres and proposed to contain 58 medium density residential dwelling units;
 - Added a detention basin comprised of 1.9 acres as part of Planning Area 49 to replace temporary facilities; and
 - Added Planning Area 50 to the Specific Plan, located to the west of Pourroy Road, consisting of 20.5 acres and proposed to contain 36 medium density residential dwelling units (1 existing and 35 new).

- **Amendment No. 3 (adopted June 25, 2002)** added Planning Area 51 and 40 acres to Specific Plan 286 in the southeastern portion of the Specific Plan area. Planning Area 51 is between Planning Areas 47 and 48, south of Benton Road. Concurrent with the adoption of Amendment No. 3, the County also adopted an Addendum to EIR No. 374. The changes to the Specific Plan as approved in Amendment No. 3 were as follows:
 - Added 40 acres within Planning Area 51 and allocated 123 medium density residential dwelling units to the expansion area.

- **Amendment No. 4 (adopted March 23, 2004)** reconfigured and/or consolidated Planning Areas 2B, 2C, 2D, 10B, 12, 13B, 14B, 15, 16, 17, 18, 19, 20, 21, 22, and 25. Concurrent with the adoption of Amendment No. 4, the County also adopted an Addendum to EIR No. 374. The changes to the Specific Plan as approved in Amendment No. 4 were as follows:
 - Consolidated Planning Areas 2B and 2D into Planning Areas 16 A/B and 18, respectively;
 - Adjusted the acreage of Planning Area 2C from 11.1 to 11.8 acres;
 - Converted Planning Area 10B from a Medium-High Density (5-8 du/ac) to a Medium Density (2-5 du/ac) land use category, increased its minimum lot size from 5,000 square feet to 7,200 square feet, reconfigured its land area from 11.4 to 50 acres, and raised its maximum dwelling units from 64 to 211;
 - Converted Planning Area 13B from a Medium-Low Density (2-4 du/ac) to a Medium Density (2-5 du/ac) land use category, reduced the size of this planning area from 57.5 to 36.8 acres, and reduced the number of dwelling units allocated to this planning area from 155 to 128;
 - Reduced the size of Planning Area 14B from 81.0 to 42.3 acres and reduced the number of dwelling units allocated to this planning area from 300 to 135;
 - Identified medium density residential development as an approved alternative land uses within Planning Area 15 in the event that Planning Area 15 is not needed for development of a school. A maximum of 75 dwelling units were allocated to this planning area;

- Divided Planning Area 16 into two separate planning areas (Planning Areas 16A and 16B), which continued to comprise a total of 31 acres (combined);
 - Deleted Planning Area 17, combining its area with Planning Area 18 for development of mixed uses instead of Very-High Density Residential;
 - Converted Planning Area 18 from a Commercial to a Mixed Use (8-14 du/ac) land use category, reconfigured its land area from 10.2 to 15.2 acres, and lowered its maximum dwelling units from 205 (previously allowed by Planning Area 17) to 175;
 - Reconfigured the land area for Planning Area 19 from 50.1 to 34.5 acres and lowered its maximum dwelling units from 280 to 143;
 - Adjusted the statistical abstract for Planning Area 20 from 47.9 to 59.1 acres;
 - Reconfigured the land area for Planning Area 21 (142.4 acres and 527 dwelling units) into separate Planning Areas 21A and 21B, totaling 172.7 acres and 494 dwelling units;
 - Converted Planning Area 22 from a Medium Density (2-5 du/ac) to an Open Space/Drainage/Parkland land use category, which allows no residential dwelling units;
 - Reconfigured the land area for Planning Area 25, retaining 26.4 acres for Open Space; and
 - Reconfigured the land area for Planning Area 12 (15.8 acres and 32 dwelling units) into separate Planning Areas 12A and 12B, and converted Planning Area 12 from a Low Density (2.0 du/ac) to a Medium Low Density (3.1 du/ac) land use category (Planning Area 12A – 10.8 acres, 34 units) and to a Parks land use category (Planning Area 12B – 5 acres).
- **Amendment No. 5 (adopted June 5, 2007)** reconfigured the land area and/or adjusted the statistical abstracts for Planning Areas 2A, 5, 7, 9, 10A, 10B, and 13A to permit implementation of a 180 DU condominium project. Concurrent with the adoption of Amendment No. 5, the County also adopted a Mitigated Negative Declaration. The changes to the Specific Plan as approved in Amendment No. 5 were as follows:
 - Reduced the size of Planning Area 7 from 28.6 acres to 23 acres, and lowered the number of dwelling units allocated to this planning area from 106 units to 85 units;
 - Increased the size of the open space within Planning Area 2A from 10 acres to 15.6 acres to provide habitat needed in support of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP);
 - Changed the residential land use designation for Planning Area 9 from “Medium Density (2-5 du/ac)” to “Medium High Density (5-8 du/ac);”
 - Transferred 21 dwelling units from Planning Area 7 to Planning Area 9; and
 - Transferred unrealized residential units from maps recorded within Planning Areas 5, 10A, 10B, and 13A (totaling 58 units) to Planning Area 9.
- **Amendment No. 6 (adopted June 2, 2015)** included substantive changes that modified the land uses and acreages for Planning Areas in the northern portion of the Specific Plan primarily in response to changing market and other conditions since the previous amendment was adopted

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on June 5th, 2007. Concurrent with the adoption of Amendment No. 6, the County also adopted an Addendum to EIR No. 374.

Amendment No. 6 reduced the total number of residential dwelling units within the Specific Plan from 4,870 to 4,720 by re-designating a 17.9-acre, Very High Density Residential Planning Area to Medium Density Residential and reducing its acreage to 5.4 acres; replaced one (1) 10-acre elementary school site and one (1) 5.0-acre park site with Medium High Density Residential; and created two (2) new Planning Areas designated as Open Space – Conservation Drainage.

Substantive changes to the Specific Plan contained in Amendment No. 6 included:

Planning Area 1

- Amended the land use designation from Very High Density Residential (14-20 du/ac) to Medium Density Residential (2-5 du/ac);
- Reduced acreage from 17.9 acres to 5.4 acres; and
- Reduced Target Dwelling Units from 269 to 23 units.

Planning Area 3

- Eliminated the 5.0-acre Park and amended the land use designation to Medium High Density Residential (5-8 du/ac);
- Increased acreage from 5.0 acres to 12.0 acres; and
- Increased Target Dwelling Units from zero (0) to 62 units.

Planning Area 5A

- Increased acreage from 33.4 acres to 38.8 acres; and
- Amended the land use designation from Medium Low Residential to Medium Residential.

Planning Area 6

- Eliminated the 10-acre Elementary School site and amended the land use designation from School to Medium High Density Residential (5-8 du/ac);
- Increased acreage from 10.0 acres to 11.0 acres; and
- Increased the Target Dwelling Units from 27 to 61 units.

Planning Area 7

- Reduced acreage from 23.0 acres to 21.1 acres with no change to the Medium Density Residential land use designation.

Planning Area 52A

- Created a new 0.9-acre Planning Area designated as Open Space-Conservation Drainage.

Planning Area 52B

- Created a new 0.7-acre Planning Area designated as Open Space-Conservation Drainage.

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Keller Road

- Keller Road was re-aligned through the Specific Plan to create a standard intersection at Winchester Road.

Circulation/Roads

- Reduced acreage devoted to Circulation from 131.7 acres to 131.1 acres.

Amendment No. 6 also included non-substantive changes encompassing the complete Specific Plan area, ensuring that all Land Use Designations conform to current nomenclature. Non-substantive changes to the Specific Plan contained in Amendment No. 6 included:

Public Facility

- Amended the land use designation for school sites from Schools to Public Facility to conform to current Riverside County General Plan nomenclature;
- Reduced Public Facility acreage from 55.0 acres to 45.0 acres, with the elimination of the 10.0-acre elementary school site in Planning Area 6; and
- Retained three (3) Public Facility sites.

Open Space – Recreation

- Amended the land use designation from Parks and Conservation/Parks to Open Space – Recreation to conform to current Riverside County General Plan nomenclature, with the exception of Planning Area 3, which is designated in SP286-A6 as MHDR; and
- Decreased Open Space – Recreation acreage from 58.4 acres to 53.4 acres, with the elimination of the 5.0-acre park site in Planning Area 3.

Open Space – Conservation

- Amended the land use designation in Planning Areas 20 and 25 from Open Space/Drainage and Conservation/Drainage to Open Space – Conservation to conform to current Riverside County General Plan nomenclature; and
- Increased Open Space – Conservation acreage from zero (0) acres to 85.5 acres.

Open Space – Conservation Drainage

- Amended the land use designation from Open Space/Drainage and Conservation/Drainage to Open Space – Conservation Drainage to conform to current Riverside County General Plan nomenclature, with the exception of Planning Areas 20 and 25, which are designated in SP286-A6 as Open Space – Conservation; and
- Reduced Open Space – Conservation Drainage acreage from 155.2 acres to 71.3 acres.

Commercial Retail

- Amended the land use designation from Commercial to Commercial Retail to conform to current Riverside County General Plan nomenclature.

Winchester 1800Commercial Tourist

- Amended the land use designation from Commercial Recreation to Commercial Tourist to conform to current Riverside County General Plan nomenclature.

Estate Density Residential

- Amended the land use designation from Very Low Density Residential to Estate Density Residential to conform to current Riverside County General Plan nomenclature at the planned density.

Medium Density Residential

- Amended the land use designation from Medium Low Density Residential to Medium Density Residential to conform to current Riverside County General Plan nomenclature;
- Increased Medium Density Residential acreage from 690.3 acres to 878.3 acres; and
- Increased Medium Density Residential Dwelling Units from 2,310 units to 2,875 units.

1.3 PROJECT SUMMARY

The Project evaluated herein consists of applications for Amendment No. 7 to the Winchester 1800 Specific Plan (SP 286A7; herein, "SPA 7"), a General Plan Amendment (GPA No. 190013), a Change of Zone (CZ No. 1900017), and a Tentative Tract Map (TTM No. 37715).

SPA 7 proposes to re-designate Planning Area 41 of the SP 286 to reflect development that has already occurred within Planning Area 41. Under existing conditions, Planning Area 41 is designated for "Very High Density Residential (VHDR)" uses, which would allow a maximum of 339 multi-family dwelling units on 22.6 acres. Development of Planning Area 41 occurred in accordance with approved Tentative Tract Map 31007 (TTM 31007), which led to the development of 204 multi-family homes on 15.7 acres. Thus, SPA 7 proposes to re-designate Planning Area 41 from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)," reduce the maximum number of units from 339 dwelling units to 204 dwelling units, and re-configure Planning Area 41's boundary to reduce the acreage of this Planning Area from 22.6 to 15.7 acres.

The Project is located within the Highway 79 Policy Area of the General Plan and SWAP. The Highway 79 Policy Area requires overall within the Highway 79 Policy Area, development projects must produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Under the Highway 79 Policy, the permitted number of units is calculated using the County established mid-point for the approved designation. Under existing conditions, Planning Area 41 comprises 22.6 acres and is designated for VHDR land uses, which has a mid-point density of 17.0 dwelling units per acre (du/ac). Although the Project would involve a transfer of 135 dwelling units from Planning Area 41 to Planning Area 40, the General Plan traffic model would have assumed Planning Area 41 would be developed with up to 384 dwelling units (22.6 acres x 17 du/ac = 384 dwelling units). Pursuant to the Highway 79 Policy Area, this means that Planning Area 41 would be restricted to a maximum of 349 residential dwelling units in order to comply with the policy (i.e., 9% below 384 dwelling units). Of the 349 dwelling units allocated to the site pursuant to the Highway 79 Policy Area, 204 units have already

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been built, which leaves 145 units available for reallocation to Planning Area 40. SPA 7 would reallocate all of these 145 “surplus” units from Planning Area 41 to Planning Area 40, and thus would not exceed the number of units allowed pursuant to the Highway 79 Policy Area. Although the Project’s Tentative Map would consist of 141 dwelling units, rather than 145 dwelling units, overall the allowed density in SP 286 actually will increase by 10 units, meaning that there is no overall decrease in the number of units which ultimately will be developed under SP 286.

SPA 7 also proposes to re-designate Planning Area 40 of the Winchester 1800 Specific Plan from “Commercial Retail (CR)” to “High Density Residential (HDR),” which would allow for the development of 145 single-family homes (145 units reallocated from Planning Area 41 pursuant to the Highway 79 Policy Area, as described in further detail above). SPA 7 also would re-configure the boundary of Planning Area 40 and increase the acreage of Planning Area 40 from 9.3 acres to 16.6 acres. SPA 7 would increase the total number of units allowed in the Winchester 1800 Specific Plan by 10 additional units from 4,720 to 4,730.

GPA No. 190013 proposes to change the General Plan land use designation of Planning Area 41 from “Very High Density Residential (VHDR)” to “High Density Residential (HDR)” in order to reflect the number of residential lots that have been constructed within Planning Area 41 (i.e., a total of 204 multi-family homes rather than the 339 units allocated to this Planning Area by approved SP 286) associated with approved Tentative Tract Map 31007 (TTM 31007). GPA No. 190013 also proposes to change the General Plan land use designation of Planning Area 40 from “Commercial Retail (CR)” to “High Density Residential (HDR).” GPA No. 190013 would allow for the development of 145 single-family homes (145 units reallocated from Planning Area 41) within Planning Area 40 of SP 286 on 16.6 acres in lieu of commercial and very high-density residential uses. The proposed General Plan land use changes would reflect the changes proposed as part of SPA 7.

CZ No. 1900017 proposes to amend the Specific Plan Zoning Ordinance text for SPA 7 to provide amended land use and development standards for the site; formalize planning area boundaries that reflect the boundary adjustments proposed as part of SPA 7; and amend the zoning classifications for Planning Areas 40 and 41 from “Very High Density Residential (VHDR)” and “Commercial Retail (CR),” respectively, to “High Density Residential (HDR).”

TTM No. 37715 proposes to subdivide the 16.6-acre Project site, located in Planning Area 41, into 141 single-family dwelling unit residential lots on 10.44 acres; two water quality detention basins on 0.39 acre; and private streets on 4.50 acres.

Please refer to Section 3.0 for a comprehensive description of the Project evaluated herein.

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.4.1 CEQA Objectives

CEQA, a statewide environmental law contained in Public Resources Code §§ 21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to

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adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.4.2 CEQA Requirements for Environmental Impact Report (EIR) Addendums

The CEQA Guidelines allow for the updating and use of a previously approved/certified CEQA document when a subsequent project is within the scope of the analysis of the earlier approved CEQA document and when some changes to the original CEQA document are necessary but none of the following conditions are met:

- a. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;
- b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 1. The project will have one or more significant effects not discussed in the previous EIR;
 2. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
 4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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If none of the circumstances listed above occur, and only minor technical changes or additions are necessary to update the previously approved/certified CEQA document, an Addendum may be prepared (See CEQA Guidelines § 15164). As described in detail Subsection 1.4.5 and in the Initial Study provided in Sections 4.0 and 5.0, none of the above circumstances that warrant the preparation of a Subsequent EIR are present.

1.4.3 Format and Content of this EIR Addendum

The following components comprise the EIR Addendum in its totality:

- a. This Introduction (Section 1.0), the Environmental Setting (Section 2.0), and the Project Description (Section 3.0).
- b. The completed Initial Study/Environmental Checklist Form and its associated analyses (Sections 4.0 and 5.0), which conclude that the Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond those disclosed in EIR No. 374.
- c. Eleven (11) technical reports and other documentation that evaluate the Project, which are attached as EIR Addendum Technical Appendices A through I.

- Appendix A Air Quality and Greenhouse Gas Emissions Impact Analysis, prepared by Vista Environmental, and dated February 8, 2020.
- Appendix B Biological Technical Report, prepared by Glenn Lukos Associates, and dated October 2019.
- Appendix C Phase I Cultural Resources Report, prepared by Brian F. Smith and Associates, and dated June 5, 2019.
- Appendix D- Energy Impact Analysis, prepared by Vista Environmental, and dated August 14, 2019.
- Appendix E Geotechnical Investigation, prepared by GeoTek, Inc., and dated November 21, 2018.
- Appendix F1 Phase I Environmental Site Assessment, prepared by FirstCarbon Solutions, and dated November 16, 2018.
- Appendix F2 Limited Soils Sampling Report, prepared by FirstCarbon Solutions, and dated November 13, 2018.
- Appendix G1 Drainage Study, prepared by Huitt-Zollars, Inc., and dated October 30, 2019.

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Appendix G2	Preliminary Project Specific Water Quality Management Plan (WQMP), prepared by Huit-Zollars, Inc., and dated October 30, 2019.
Appendix H	Noise Impact Analysis, prepared by Vista Environmental, and dated August 12, 2019.
Appendix I	Traffic Impact Analysis, prepared by Urban Crossroads, Inc., and dated July 10, 2019.

CEQA Guidelines § 15150 states that an “EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public.” Accordingly, the above-listed technical reports are herein incorporated by reference pursuant to § 15150. In addition, this EIR Addendum incorporates the following additional documents by reference in accordance with § 15150:

- The Draft and Final EIR No. 374 (SCH No. 1992032040), accompanying Mitigation Monitoring Program (MMP), Technical Appendices to EIR No. 374, Findings and Statement of Facts, Statement of Overriding Considerations, and the associated Board of Supervisors Resolution. EIR No. 374 was certified by the Board of Supervisors on April 29, 1997.
- EIR No. 521 (SCH No. 200904105), which evaluates impacts associated with the County’s comprehensive update to the General Plan and the County’s Climate Action Plan (CAP). Draft EIR No. 521 was certified in December 2015.
- Addendum No. 1 to EIR No. 521 (SCH No. 200904105), which evaluates impacts associated with the County’s update to the CAP. Addendum No. 1 to EIR No. 521 was adopted in November 2019.

The above-referenced documents, including the Project’s technical reports, are available for public review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501. In addition to the above-referenced documents, this EIR Addendum also incorporates by reference the documents and information sources listed in Section 6.0. All of the documents and information and information sources listed in Section 6.0 are also available for public review at the Riverside County Planning Department at the address listed above and/or at the website address listed in Section 6.0.

1.4.4 Initial Study Checklist

The County of Riverside prepared the Project’s Initial Study Checklist as suggested by CEQA Guidelines §§ 15063(d)(3) and 15168(c)(4). The CEQA Guidelines include a suggested checklist to indicate whether the conditions set forth in § 15162, which would require a subsequent or supplemental EIR, are met and whether there would be new significant impacts resulting from the project not examined in the previously-certified EIR. The checklist and an explanation of each answer on the form can be found in Section 5.0.

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As presented in Section 5.0, there are four possible responses to each of the environmental issues included on the checklist:

1. **New Significant Impact.** This response is used to indicate when the Project has changed to such an extent that major revisions to EIR No. 374 are required due to the presence of new significant environmental effects.
2. **More Severe Impacts.** This response is used to indicate when the circumstances under which the Project is undertaken have changed to such an extent that major revisions to EIR No. 374 are required due to the fact that the severity of previously identified significant effects would substantially increase.
3. **New Ability to Substantially Reduce Significant Impact.** This response is used to indicate when new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time EIR No. 374 was certified, indicates that there are new mitigation measures or alternatives available to substantially reduce significant environmental impacts of the Project. The conditions set forth in § 15162 only would be triggered if the Project Applicant declines to adopt the mitigation measure(s) or alternative.
4. **No Substantial Change from Previous Analysis.** This response is used to indicate that the Project would not create a new impact or substantially increase the severity of the previously-identified environmental impact.

The Initial Study Checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the current Project in the context of environmental impacts addressed in the previously certified EIR No. 374. In doing so, the County will determine the extent of additional environmental review, if any, for the current Project.

1.4.5 Initial Study Findings

Sections 4.0 and 5.0 contain a copy of the Initial Study/Environmental Assessment that Riverside County prepared for the Project pursuant to CEQA and County of Riverside requirements (CEQA Case No. CEQ190044). The Initial Study determined that implementation of the Project would not result in any new, significant environmental effects under the issue areas of aesthetics, agriculture/forest resources, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, paleontological resources, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, or wildfire. More specifically, the County of Riverside has determined that an Addendum to EIR No. 374 should be prepared, rather than a Supplemental or Subsequent EIR, based on the following facts:

- a) As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), the Project would not require major revisions

to the previously-certified EIR No. 374 because the Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts previously disclosed in the EIR No. 374. In summary, the Project consists of a Change of Zone (CZ 1900017), General Plan Amendment (GPA 190013), Specific Plan Amendment (SPA 7), and Tentative Tract Map (TTM No. 37715) to alter the boundaries of Planning Areas 40 and 41 of the SP 286, and implement the revised Planning Area 40 with 145 single-family residential dwelling units. EIR No. 374 evaluated development of Planning Area 40 with commercial retail land uses and development of Planning Area 41 with very high-density residential land uses. With approval of SPA 7, the number of units allowed within SP 286 would increase from 4,720 dwelling units to 4,730 dwelling units, which would result in an increase of 10 additional units as compared to the existing approved SP 286 (as amended by SPAs 1 through 6) and would be less than the 5,806 dwelling units originally assumed for SP 286 by EIR No. 374. The 145 dwelling units proposed as part of TTM No. 37715 are consistent with proposed SPA 7, and therefore would represent a reduced development intensity as compared to what was evaluated as the maximum impact scenario in EIR No. 374. There are no components of TTM No. 37715 that would result in increased physical environmental effects beyond what was previously evaluated and disclosed as part of EIR No. 374. Accordingly, there would be no new environmental effects or a substantial increase in the severity of previously-identified significant effects as a result of the Project. Thus, the Project would not require major revisions to the previously-certified EIR No. 374.

- b) EIR No. 374 concluded that implementation of SP 286 would result in significant and unavoidable impacts to soils and agriculture, air quality, biological resources, cumulative noise, and growth inducement. As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), there are no components of the Project that would result in new or increased impacts to soils and agriculture, air quality, biological resources, cumulative noise, and growth inducement beyond what was disclosed by EIR No. 374. As such, the Project would not result in any new significant environmental impacts or substantially increase the severity of impacts identified in EIR No. 374 under the issue areas of soils and agriculture, air quality, biological resources, cumulative noise, and growth inducement.
- c) Subsequent to the certification of EIR No. 374, no substantial changes in the circumstances under which the Project would be undertaken have occurred. Consistent with the conditions that existed at the time EIR No. 374 was certified, the Project site comprises a parcel of land that has been disturbed as part of historic agricultural activities and contains one residential structure. Land uses surrounding the site include residential uses to the north, west, and east, and undeveloped land to the south. Proposed SPA 7 would result in a decrease in the number of residential units allowed within SP 286 as compared to what was evaluated by EIR No. 374; thus, it can be concluded that the Project's impacts to transportation facilities (including local roads and freeways) would be reduced in comparison to the project evaluated by EIR No. 374. As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), no substantial changes have occurred in the

surrounding area that would result in new or more severe impacts to the environment as compared to what was evaluated and disclosed in EIR No. 374.

- d) Subsequent to the certification of EIR No. 374, no new information of substantial importance has become available which was not known and could not have been known at the time the EIR No. 374 was prepared. Changes in law have occurred since certification of EIR No. 374 that have resulted in more environmentally-protective rules and regulations (e.g., increased energy efficiency, water conservation, fuel efficiency, etc.) to which the Project would be required to comply. Compliance with modern rules and regulations would result in decreased impacts to the environment as compared to what was assumed, evaluated, and disclosed by EIR No. 374.
- e) The Project's proposed discretionary actions, which include approval of GPA No. 190013, SPA 7, CZ No. 1900017, and TTM No. 37715, would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in EIR No. 374.
- f) Subsequent to the certification of EIR No. 374, no new mitigation measures or alternatives have been identified that were infeasible at the time EIR No. 374 was certified and that would substantially reduce impacts to soils and agriculture, air quality, biological resources, cumulative noise, and growth inducement, which were identified as significant and unavoidable by EIR No. 374.
- g) Subsequent to the certification of EIR No. 374, no new mitigation measures or alternatives that are considerably different from those analyzed in EIR No. 374 have been identified to reduce the significant unavoidable impacts to soils and agriculture, air quality, biological resources, cumulative noise, and growth inducement.
- h) Technical reports were prepared for the Project to evaluate its environmental effects. Riverside County has reviewed and accepted these reports as adequate and in compliance with Riverside County's requirements. Copies of these reports are contained within the appendix of this document and are herein incorporated by reference pursuant to CEQA Guidelines § 15150. These technical reports do not identify any new impacts or substantial increases in impacts to the environment beyond those that were disclosed in EIR No. 374. Specifically, these technical reports concluded as follows:
 - 1. The Air Quality and Greenhouse Gas Emissions Analysis (*Technical Appendix A*), prepared by Vista Environmental, and dated February 8, 2020, concludes that the Project would not result in any new impacts or more severe impacts associated with criteria pollutants and greenhouse gas emissions than previously disclosed in EIR No. 374;
 - 2. The Biological Technical Report (*Technical Appendix B*), prepared by Glenn Lukos Associates and dated October 2019, concludes that the Project would not result in any new impacts or more severe impacts associated with biological resources than previously disclosed in EIR No. 374;

3. The Phase I Cultural Resources Report (*Technical Appendix C*), prepared by Brian F. Smith and Associates, and dated June 5, 2019, concludes that the Project would not result in any new impacts or more severe impacts associated with cultural resources than previously disclosed in EIR No. 374;
4. The Energy Impact Analysis (*Technical Appendix D*) prepared by Vista Environmental, and dated August 14, 2019, concluded that the Project would not result in any new impacts or more severe impacts associated with energy than previously disclosed in EIR No. 374;
5. The Geotechnical Report (*Technical Appendix E*), prepared by GeoTek, Inc., and dated November 21, 2018, concludes that the Project would not result in any new impacts or more severe impacts associated with geology or soils than previously disclosed in EIR No. 374;
6. The Phase I Environmental Site Assessment (*Technical Appendix F1*) and Limited Soils Sampling Report (*Technical Appendix F2*), prepared by FirstCarbon Solutions and dated November 16, 2018 and November 13, 2018, respectively, conclude that the Project would not result in any new impacts or more severe impacts associated with hazards and hazardous materials than previously disclosed in EIR No. 374;
8. The Drainage Study (*Technical Appendix G1*) and Project-Specific Water Quality Management Plan (*Technical Appendix G2*), prepared by Huitt-Zollars, Inc., and dated October 30, 2019 conclude that the Project would not result in any new impacts or more severe impacts associated with hydrology and water quality than previously disclosed in EIR No. 374;
8. The Noise Impact Analysis (*Technical Appendix H*), prepared by Vista Environmental and dated August 12, 2019, concludes that the Project would not result in any new impacts or more severe impacts associated with noise than previously disclosed in EIR No. 374; and
9. The Traffic Impact Analysis (*Technical Appendix I*), prepared by Urban Crossroads, Inc. and dated July 10, 2019, concludes that the Project would not result in any new impacts or more severe impacts associated with transportation and traffic than previously disclosed in EIR No. 374.

Therefore, and based on the findings of the Initial Study/Environmental Assessment (Sections 4.0 and 5.0), the County of Riverside determined that an EIR Addendum shall be prepared for the Project pursuant to CEQA Guidelines § 15164. The purpose of this Addendum is to evaluate the Project's level of impact on the environment in comparison to the existing condition and the impacts disclosed in EIR No. 374.

1.4.6 EIR Addendum Processing

The Riverside County Planning Department directed and supervised the preparation of this Addendum. Although prepared with assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this EIR Addendum reflect the sole independent judgment of the County.

This EIR Addendum will be forwarded, along with the previously-certified EIR No. 374, to the Riverside County Planning Department for review of the Project. A public hearing will be held before the Riverside County Planning Commission which will provide a recommendation to the Board of Supervisors as to whether to approve, conditionally approve, or deny the Project. Following conclusion of the hearing(s) before the Riverside County Planning Commission, the Project would be forwarded to the Riverside County Board of Supervisors for final approval. A hearing before the Riverside County Board of Supervisors will be held, during which the Board of Supervisors will evaluate the Project and the adequacy of this Addendum to EIR No. 374 and take final action to approve, conditionally approve, or deny approval of the Project. If approved, the Board of Supervisors also would make findings relative to the Project's environmental effects as disclosed in the EIR Addendum. Additionally, if the Project's applications are tentatively approved, the Board of Supervisors would conduct a second publicly-noticed hearing for the second reading of the Project's proposed Change of Zone No. 1900017. A Notice of Determination would be filed with the Riverside County Clerk following Project approval.

2.0 Environmental Setting

2.1 PROJECT LOCATION

As shown on Figure 2-1, *Regional Location Map*, and Figure 2-2, *Vicinity Map*, the 16.6-acre Project site is located within the Southwest Area Plan (SWAP) of unincorporated Riverside County, approximately 1.2 miles east of the City of Murrieta and approximately 2.8 miles north of the City of Temecula. Specifically, the Project site is located at the northwest corner of Benton Road and Pourroy Road and is bounded to the north by San Remo. The Project site encompasses Assessor's Parcel Number (APN) 963-100-008. The property is located in the eastern portion of Section 5, Township 7 South, Range 2 West, San Bernardino Baseline and Meridian.

2.2 EXISTING SITE AND AREA CHARACTERISTICS

2.2.1 Existing Site Conditions

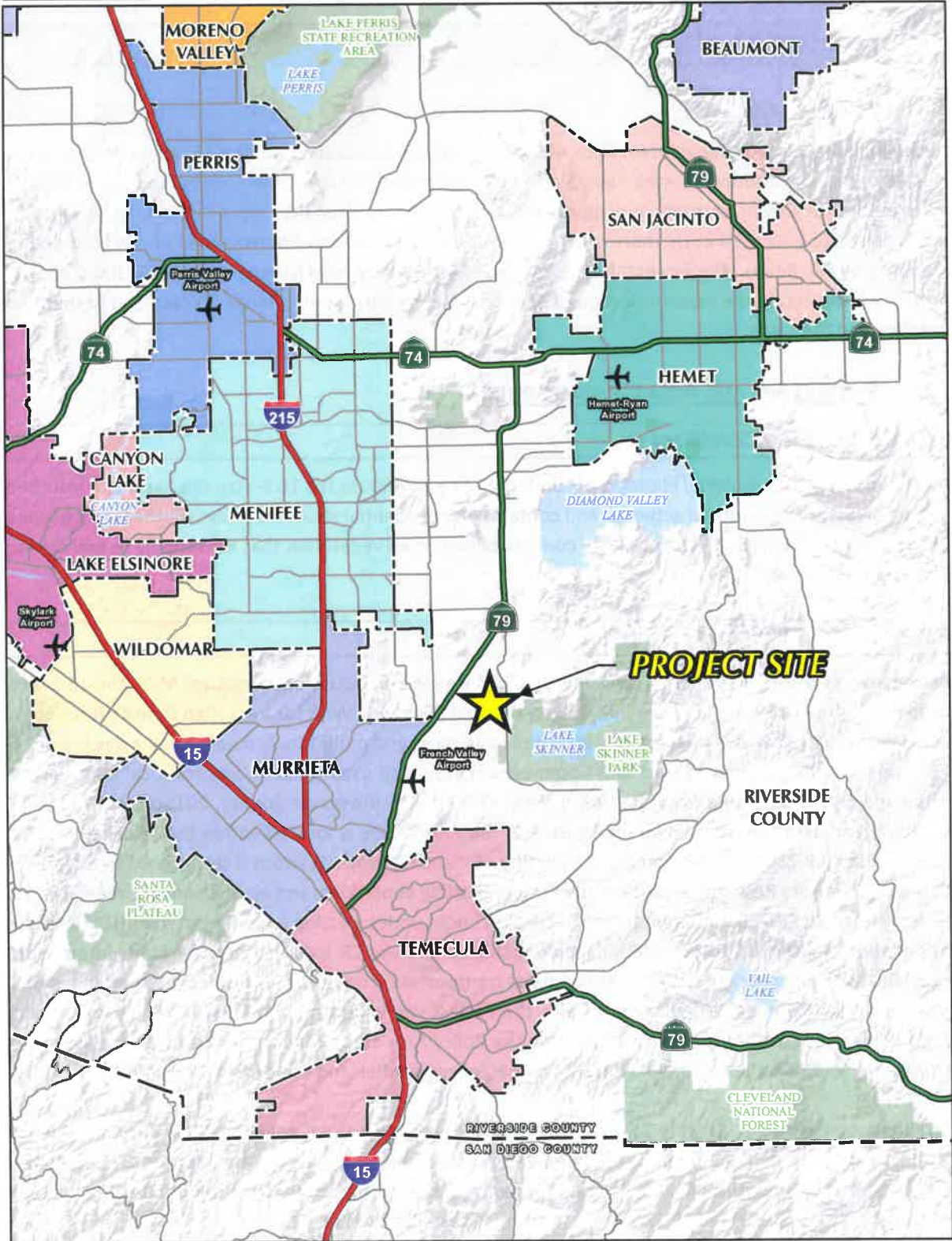
As shown on Figure 2-3, *Aerial Photograph*, under existing conditions the 16.6-acre site has been disturbed as part of historic agricultural activities and contains one residential structure in the southeastern portion of the site. The majority of the property consists of disturbed vegetation that is routinely disced for fire abatement purposes.

2.2.2 General Plan and Zoning

As shown on Figure 2-4, *General Plan Land Use*, and Figure 2-5, *USGS Topographical Map*, the 16.6-acre property is designated by the Riverside County General Plan and SWAP for Very High Density Residential land uses which allows for single-family attached residences and multi-family dwellings at a density of 14-20 dwelling units per acre (du/ac) and Commercial Retail land uses which allows for local and regional retail and service uses at a floor area ratio (FAR) of 0.20-0.35 (Riverside County, 2015b, pp. 17, 21). In addition, and as previously shown on Figure 1-1, the Project site is located within the Winchester 1800 Specific Plan (SP 286) and encompasses a portion of Planning Area 41, which is designated by SP 286 for "Very High Density Residential (VHDR)" uses under existing conditions, and all of Planning Area 40, which is designated by SP 286 for "Commercial Retail (CR)" uses under existing conditions. The VHDR land use designation is intended to provide for residential uses and the CR land use designation is intended to provide shopping opportunities adjacent to major transportation corridors for residents as well as regional travelers (T&B Planning, 2019). Additionally, the Project site is located in the SWAP Highway 79 Policy Area. This Policy calls for overall traffic within the Policy Area to be reduced by 9% as compared to the trips projected from the General Plan traffic model for residential land use designations.

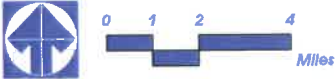
As shown on Figure 2-6, *Existing Zoning Designations*, the Project site is zoned as "Specific Plan Zone (SP Zone)," indicating that zoning on the Project site is established pursuant to the adopted SP 286 Zoning Ordinance. The adopted SP 286 Zoning Ordinance classifies the 16.6-acre Project site in a manner consistent with the adopted SP 286 land use plan, as described above.

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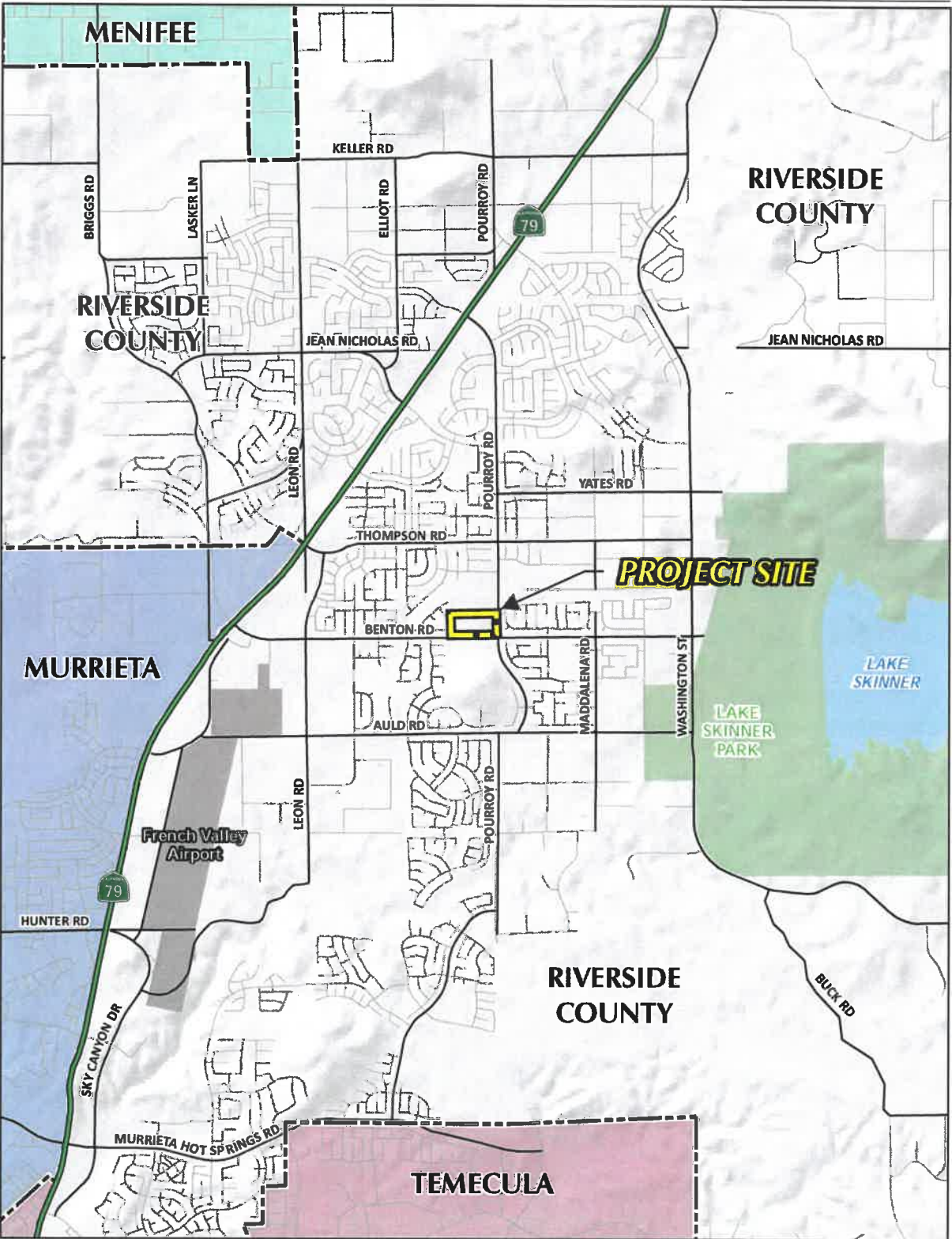
Source(s): ESRI, RCTLMA (2019)

Figure 2-1



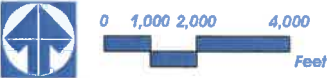
REGIONAL MAP

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Source(s): ESRI, RCTLMA (2019)

Figure 2-2



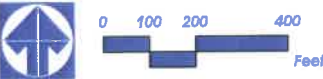
VICINITY MAP

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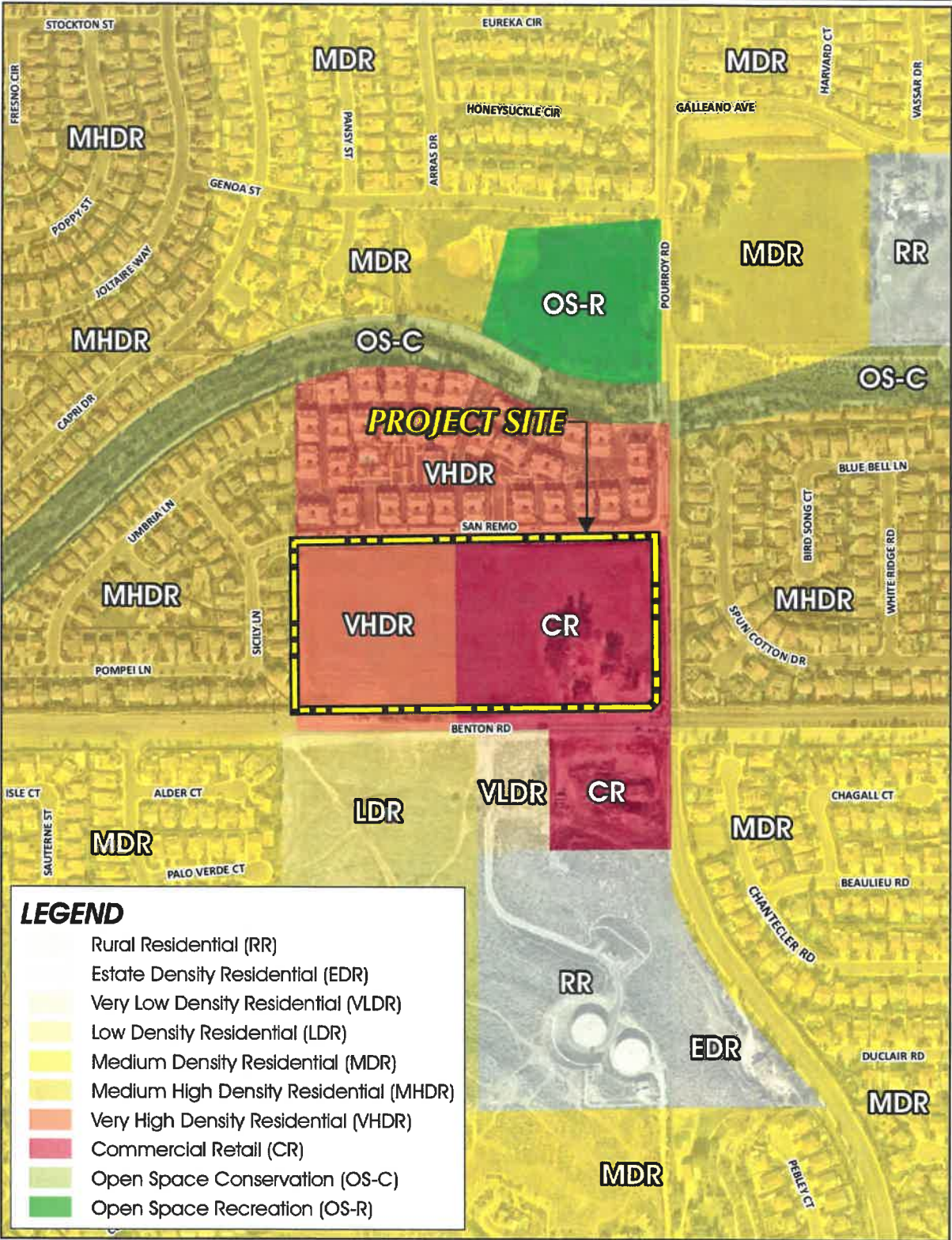
Source(s): ESRI, Nearmap Imagery (2018), RCTLMA (2019)

Figure 2-3



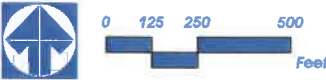
AERIAL PHOTOGRAPH

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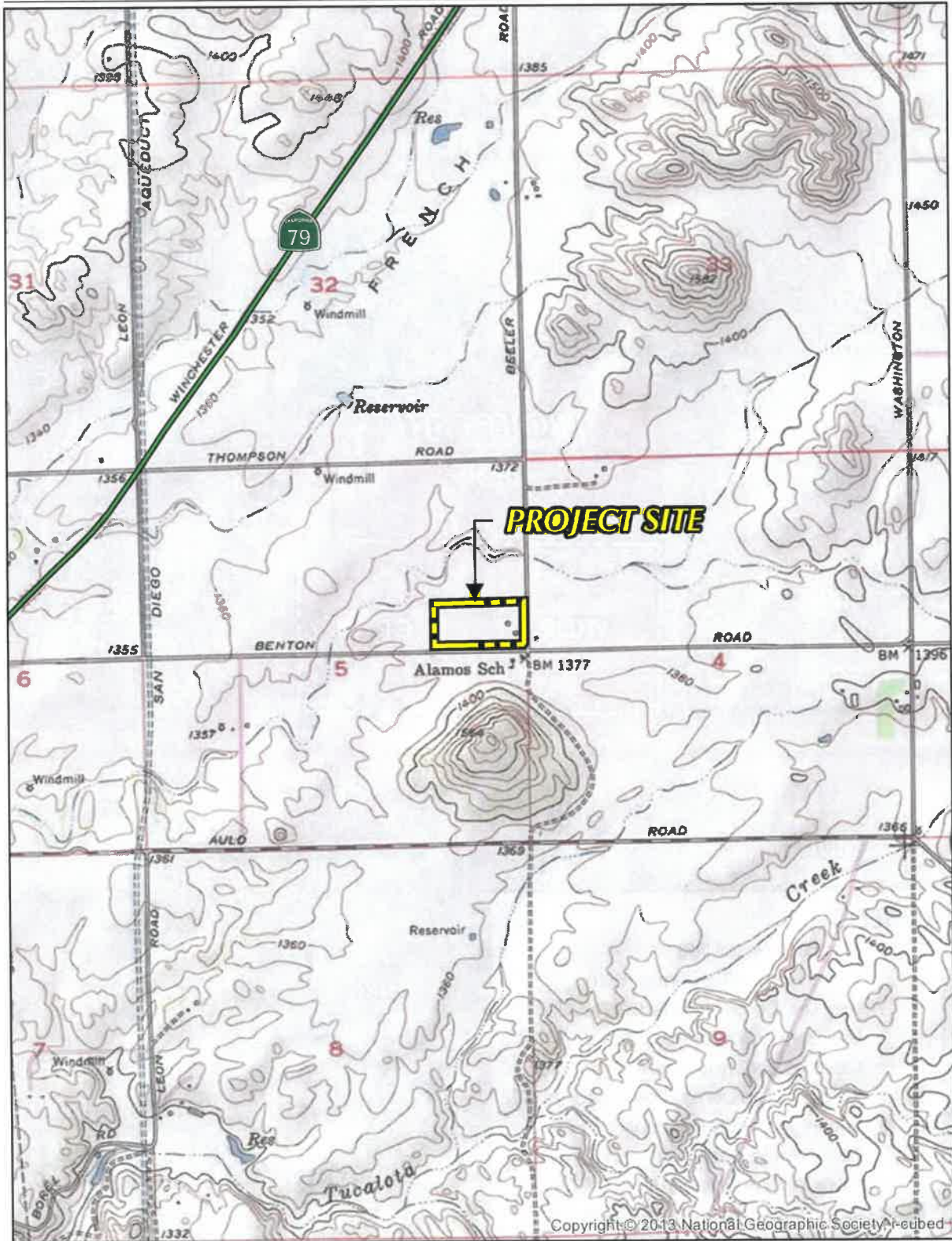
Source(s): ESRI, Nearmap Imagery (2018), RCTLMA (2019)

Figure 2-4



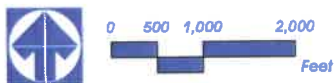
GENERAL PLAN LAND USE

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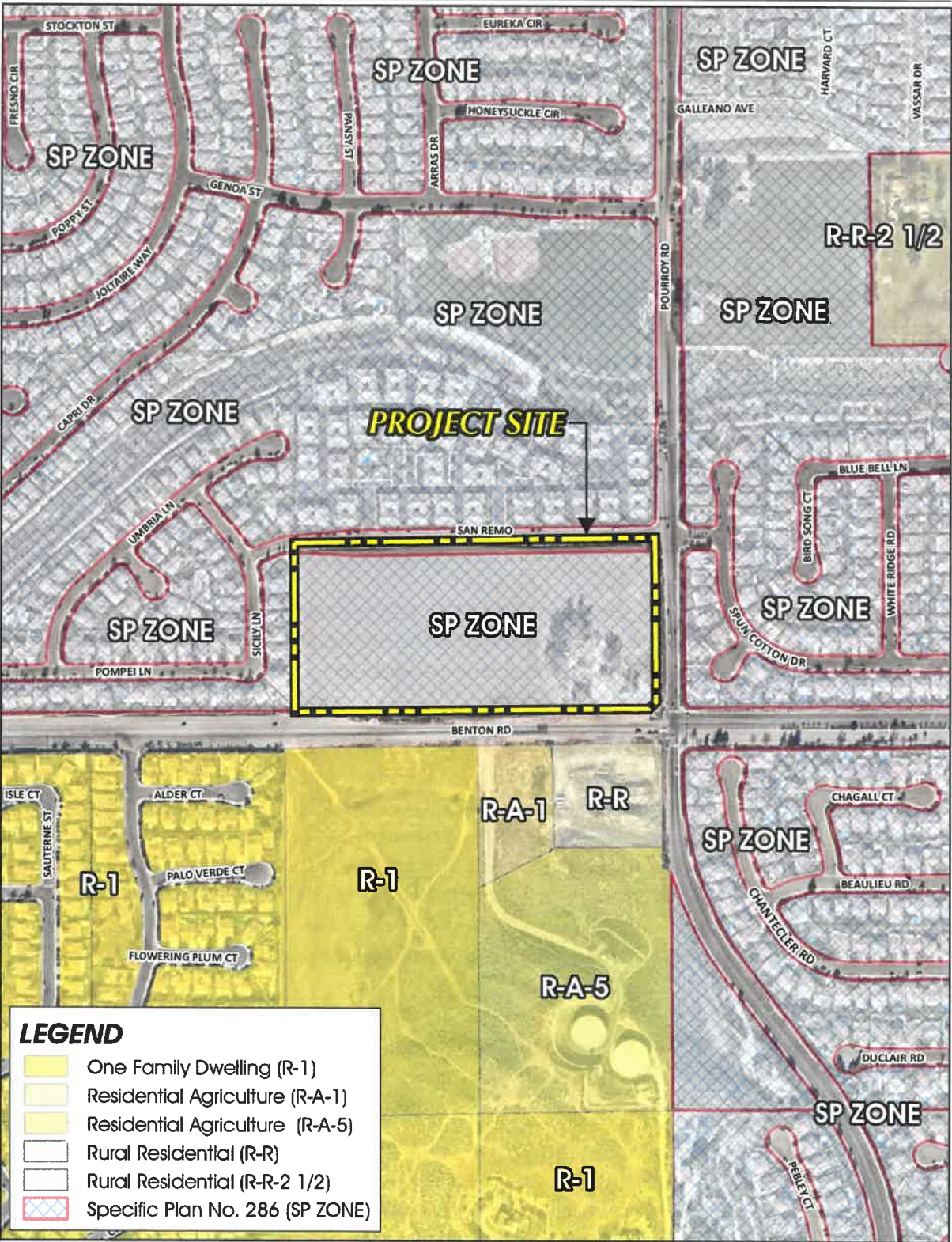
Source(s): USGS (2019)

Figure 2-5



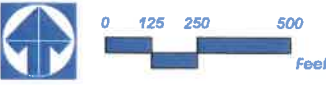
USGS TOPOGRAPHICAL MAP

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Source(s): ESRI, Nearmap Imagery (2018), RCTLMA (2019)

Figure 2-6



EXISTING ZONING CLASSIFICATIONS

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2.2.3 Surrounding Land Uses and Development

Figure 2-7, *Surrounding Land Uses and Development*, depicts the existing land uses and development in the vicinity of the Project site. As shown, the Project site is surrounded by improved roadways to the north, east, and south, including San Remo, Pourroy Road, and Benton Road. Land uses to the west, north, and east of the Project site consist of residential uses located within the Winchester 1800 SP. To the south of the Project site are undeveloped lands not located within the Winchester 1800 SP that appear to be routinely disturbed for fire abatement purposes.

2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

2.3.1 Land Use

Under existing conditions, the 16.6-acre Project site is undeveloped except for one home located in the southeast portion of the Project site. Thus, under existing conditions, the Project site generates nominal traffic, air quality emissions, greenhouse gas emissions, and noise associated with the existing residential structure. Under existing conditions, the Project site does not generate substantial traffic, air quality emissions, greenhouse gas emissions or substantial amounts of noise.

2.3.2 Topography

The topography of the Project site is relatively flat with elevations ranging from approximately 1,367 feet above mean sea level (amsl) at the northwest corner of the site to 1,380 feet amsl at the northeastern Project boundary. Overall topographic relief is approximately 13 feet.

2.3.3 Geology

No active or inactive fault traces are known to traverse the site and no evidence of on-site faulting was observed during the geotechnical investigation conducted for the Project site (*Technical Appendix E*). The site is not located within a currently-designated Alquist-Priolo Fault Zone or County of Riverside Fault Zone. The closest zoned faults to the site are the Elsinore and the San Jacinto fault zones, located approximately 5.8 miles southwest and 14.5 miles northeast of the site, respectively. (GeoTek, 2018, p. 5) Similar to other properties throughout southern California, the Project site is located within a seismically-active region and is subject to ground shaking during seismic events.

A field exploration was conducted for the Project site, and the results determined that the site subsurface materials consist of very old alluvial valley deposits. (GeoTek, 2018, p. 4)

2.3.4 Hydrology

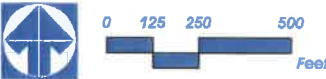
Figure 2-8, *Existing Conditions Hydrology*, depicts the site's existing hydrology. As shown, there are three off-site drainage areas that are tributary to the Project site, with flows entering the Project site near the northeast boundary. These flows combine with flows generated on site and are then conveyed to existing storm drains within San Remo and Benton Road. Existing flow rates during 24-hour, 100-year storm events are estimated at 45.7 cubic feet per second (cfs). (Huitt-Zollars, 2019a, pp. 3-5)

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Source(s): ESRI, Nearmap Imagery (2018), RCTLMA (2019)

Figure 2-7



SURROUNDING LAND USES AND DEVELOPMENT

Winchester 1800

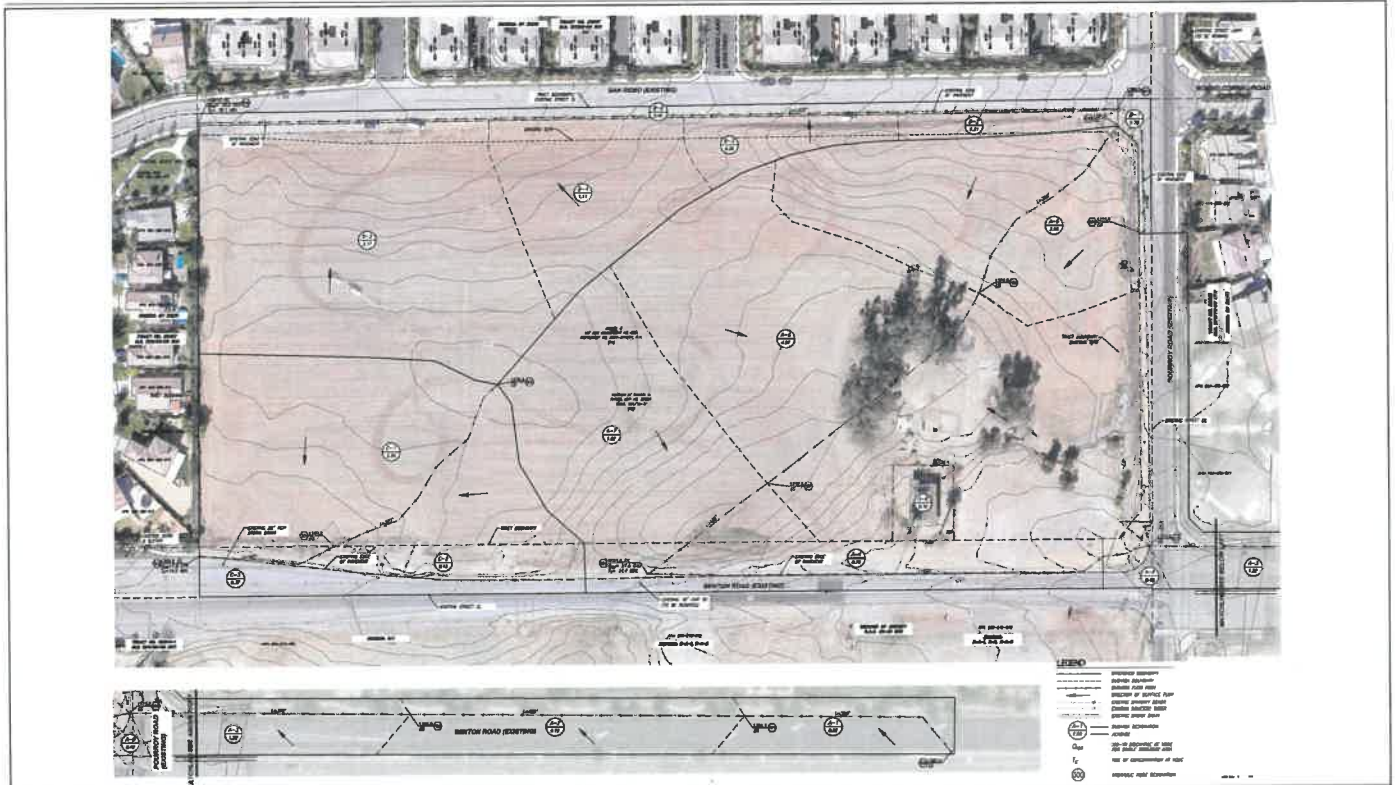


Figure 2-8

Sources: Matt Zellers (08/06/2018)



T&B Planning, Inc.

EXISTING CONDITIONS HYDROLOGY

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2.3.5 Soils

Table 2-1, *Summary of Project Area Soils*, provides a summary of the soil types present on the Project site. As shown, approximately 29.1% of the site has a medium rate of runoff. 70.9% of the Project site contains soils with a high rate of runoff. 100% of the Project site has moderate erosion susceptibility.

Table 2-1 Summary of Project Area Soils

Map Unit Symbol	Map Unit Name	Rate of Runoff	Erosion Susceptibility	Acres in AOI	Percent of AOI
MmB	Monserate sandy loam, 0 to 5 percent slopes	Medium	Moderate	4.3	25.7%
MmC2	Monserate sandy loam, 5 to 8 percent slopes	High	Moderate	11.8	70.9%
RaC2	Ramona sandy loam, 5 to 8 percent slopes, eroded	Medium	Moderate	0.6	3.4%
Totals for Area of Interest:				16.6	100.0%

AOI = Area of Interest (i.e., Project site).

Note: Totals reflect rounding.

(NRCS, n.d.)

2.3.6 Vegetation

As shown in Table 2-2, *Summary of Vegetation/Land Use Types*, and as depicted on Figure 2-9, *Existing Vegetation*, the 16.6-acre Project site and 2.3 acres of off-site improvement areas associated with Project roadway improvements contain two distinct vegetation communities as mapped by a professional biologist (Glenn Lukos Associates), including agriculture and developed/disturbed. Each is described below. (GLA, 2018a, p. 19)

Table 2-2 Summary of Vegetation/Land Use Types

VEGETATION/LAND USE TYPE	ONSITE (acres)	OFFSITE (acres)	TOTAL STUDY AREA (acres)
Agriculture	13.8	0.2	14.0
Developed/Disturbed	2.8	2.1	4.9
Total	16.6	2.3	18.9

(GLA, 2019, Table 4-1)

- Agriculture.** The majority of the Project site and off-site improvement area, accounting for approximately 14 acres, consists of active agricultural land. This area appears to be regularly maintained via disking and other agricultural operations. At the time of the surveys this area was dominated with common wheat (*Triticum aestivum*). (GLA, 2019, p. 18)
- Developed/Disturbed.** The Project site and off-site improvement area supports approximately 4.9 acres of developed/disturbed land which varies in land use types. These areas account for the ruderal vegetation which surrounds the perimeter of the agricultural field on-site and is dominated by species such as Russian thistle (*Salsola tragus*), prickly lettuce (*Lactuca serriola*),

Winchester 1800



Source(s): Clear Lakes Associates (October 2019)

Figure 2-9

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Canada horseweed (*Erigeron canadensis*), summer mustard (*Hirschfeldia incana*), red-stemmed filaree (*Erodium cicutarium*), Mediterranean grass (*Schismus barbatus*), cheeseweed (*Malva parviflora*), stinknet (*Oncosiphon piluliferum*), prostrate knotweed (*Polygonum aviculare*), and various non-native grass species. The developed/disturbed areas also include a private residence in the southeast portion of the Project site which contains a gravel parking area, associated unvegetated open space, and ornamental vegetation primarily consisting of a windrow of blue gum eucalyptus trees (*Eucalyptus globulus*) and Canary Island palms (*Phoenix canariensis*). In addition, this land use type also includes portions of San Remo, Pourroy Road, and Benton Road for proposed off-site impacts. (GLA, 2019, pp. 18-19)

2.3.7 Wildlife

No special-status animals were detected at the Project site as part of field surveys conducted by Glenn Lukos Associates in 2019, although some species have a low potential to occur. Table 4-3 of the Project's Biological Technical Report (*Technical Appendix B*) provides a list of special-status animals evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the Project site, and 2) any other special-status animals that are known to occur within the vicinity of the Project site, for which potentially suitable habitat occurs on the site. (GLA, 2019, p. 27)

3.0 Project Description

The Project, consisting of 141 residential units, includes an application for a General Plan Amendment No. 190013, Specific Plan Amendment No. 286-A7 (SPA 7), Change of Zone No. 1900017, and Tentative Tract Map No. 37715, each described in this Subsection. Copies of the entitlement application materials for the Project are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are available for review at the County of Riverside Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501. A detailed description of the Project is provided in the following Subsections. It should be noted that the Project design features described in the following Subsections would be fully enforceable by the County as part of its review of implementing ministerial applications.

3.1 PROPOSED DISCRETIONARY APPROVALS

3.1.1 Specific Plan Amendment No. 286-A7 (SPA 7)

As shown on Figure 3-1, *Specific Plan Amendment No. 286A7*, the previously-approved SPA 6 provides for the development of Planning Area 40 with Commercial Retail (CR) land uses on 9.3 acres and development of Planning Area 41 with Very High Density Residential (VHDR) land uses, which would allow for development of up to 339 dwelling units on 22.6 acres. SPA 7 amends the land use designations, re-allocates dwelling units, increases the total number of units in the Specific Plan, re-configures the boundaries and acreages of Planning Areas 40 and 41, and reduces the acreage of areas dedicated to major roadways. The modifications provided by SPA 7 are summarized below on Table 3-1, *SPA 7 Summary of Changes*.

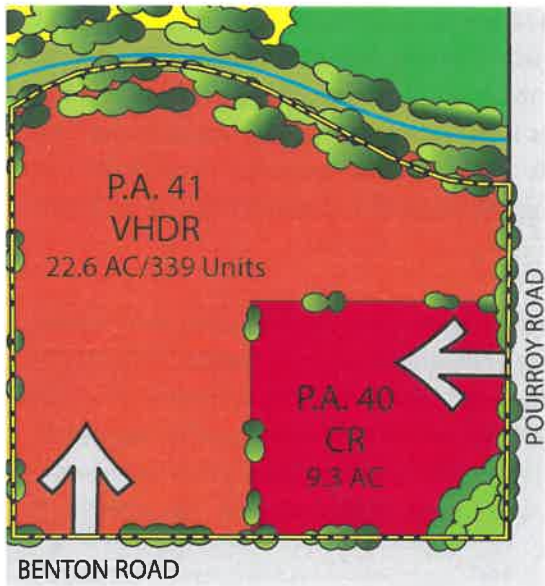
Table 3-1 SPA 7 Summary of Changes

Approved Winchester 1800 Specific Plan No. 286 Amendment No. 6					Winchester 1800 Specific Plan No. 286 Amendment No. 7				
PA	Land Use	Target Units	Acres	Target Density	PA	Land Use	Target Units	Acres	Target Density
40	Commercial Retail	--	9.3	--	40	High Density Residential	145	16.6	8.7
41	Very-High Density Residential	339	22.6	15.0	41	High Density Residential	204	15.7	12.9
--	Major Roads	--	137.6	--	--	Major Roads	--	137.2	--
Total		339	169.5		Total		349	169.5	

Specifically, SPA 7 provides the following modifications to the Land Use Plan provide consistency with approved TTM 31007 and proposed Tentative Tract Map No. 37715:

- **Planning Area 40:** SPA 7 would modify the Land Use Designation of Planning Area 40 from "Commercial Retail (CR)" to "High Density Residential (HDR)," to provide for the development of 145 single-family homes (including 135 units reallocated from Planning Area 41), re-configure the Planning Area boundary, and increase the acreage of PA 40 from 9.3 acres to 16.6 acres.

APPROVED



PROPOSED

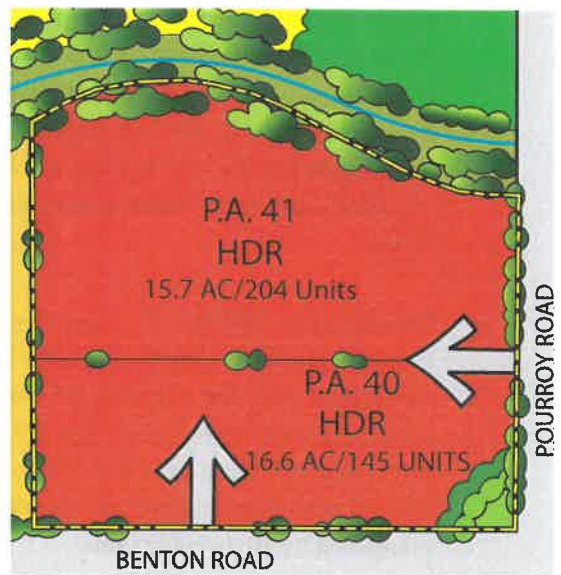


Figure 3-1

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- **Planning Area 41:** SPA 7 would modify the Land Use Designation of Planning Area 41 from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)" in order to reflect the number of residential lots constructed within Planning Area 41 (i.e., a total of 204 multi-family homes rather than the 339 units allocated to this Planning Area by approved SP 286) associated with approved Tentative Tract Map 31007 (TTM 31007). Additionally, SPA 7 would re-configure Planning Area 41's boundary, and would reduce the acreage from 22.6 to 15.7 acres to conform to TTM 31007. The Project is located within the Highway 79 Policy Area of the General Plan and SWAP. The Highway 79 Policy Area requires overall within the Highway 79 Policy Area, development projects must produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Under the Highway 79 Policy, the permitted number of units is calculated using the County established mid-point for the approved designation. Under existing conditions, Planning Area 41 comprises 22.6 acres and is designated for VHDR land uses, which has a mid-point density of 17.0 dwelling units per acre (du/ac). Thus, the General Plan traffic model would have assumed Planning Area 41 would be developed with up to 384 dwelling units (22.6 acres x 17 du/ac = 384 dwelling units). Pursuant to the Highway 79 Policy Area, this means that Planning Area 41 would be restricted to a maximum of 349 residential dwelling units in order to comply with the policy (i.e., 9% below 384 dwelling units). Of the 349 dwelling units, 204 units have already been built, which leaves 145 units available for reallocation to Planning Area 40. SPA 7 would reallocate all of these 145 "surplus" units from Planning Area 41 to Planning Area 40, consistent with the Highway 79 Policy Area.
- **Re-Allocation of Units:** SPA 7 would eliminate 9.3 acres of Commercial Retail (PA 40), and increase the total number of units within the Specific Plan by ten (10) additional units from 4,720 to 4,730 consistent with the Highway 79 Policy Area, as discussed above (i.e., by allocating ten (10) additional units to Planning Area 40). Thus, although if the residential capacities of PA 40 and 41 are combined, there appears to be four-unit shortfall associated with the Project (145 units under PAs 40 and 41), overall, the number of dwelling units authorized under SP 286 actually is increasing by 10 dwelling units.
- **Major Community Roadways:** The acreage reserved for Major Community Roadways within the Circulation Plan has been decreased from 137.6 acres to 137.2 acres to reflect the engineered boundaries and acreages of TTM No. 37715.

3.1.2 Change of Zone No. 1900017

CZ No. 1900017 proposes to amend the approved Specific Plan Zoning Ordinance for Specific Plan No. 286 to provide amended land use and development standards and formalize the boundaries of Planning Areas 40 and 41 to reflect the refinements proposed as part of SPA 7 (as discussed above). The proposed SP zoning designation would be consistent with the zoning designation of the Specific Plan area and would implement the site's proposed SPA 7 land use designation of "High Density Residential (HDR)".

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3.1.3 General Plan Amendment No. 190013

GPA No. 190013 proposes to change the General Plan land use designation of Planning Area 41 from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)" in order to reflect the number of residential lots constructed within Planning Area 41 (i.e., a total of 204 multi-family homes rather than the 339 units allocated to this Planning Area by approved SP 286) associated with approved Tentative Tract Map 31007 (TTM 31007). GPA No. 190013 also proposes to change the General Plan land use designation of Planning Area 40 from "Commercial Retail (CR)" to "High Density Residential (HDR)." GPA No. 190013 would allow for the development of 145 single-family homes (145 units reallocated from Planning Area 41 of SP 286) on 16.6 acres in lieu of commercial and very high-density residential uses. Figure 3-2, *General Plan Amendment No. 190013*, depicts the site's existing and proposed General Plan land use designations. The proposed HDR land use designation would be consistent with the land use designation proposed for the site by SPA 7 (as discussed below).

3.1.4 Tentative Tract Map No. 37715

A. Proposed Land Uses

Tentative Tract Map No. 37715 (TTM 37715), as shown on Figure 3-3, *Tentative Tract Map No. 37715*, and as summarized in Table 3-2, *Tentative Tract Map No. 37715 Land Use Summary*, is proposed to implement the modifications to SP 286 that are proposed pursuant to SP 286A7 for Planning Area 40. TTM 37715 would subdivide approximately 10.44 acres of the 16.6-acre Project site into 141 residential lots ranging in size from 2,721 square feet (s.f.) to 6,457 s.f. TTM 37715 also would designate two water quality detention basin lots on 0.39 acre, public street dedications on 1.30 acres, and private streets on 4.50 acres. TTM 37715 also depicts the locations of necessary infrastructure improvements, such as water, sewer, and storm drain lines.

Table 3-2 Tentative Tract Map No. 37715 Land Use Summary

Land Use	Lot Nos.	Acreage ¹	Dwelling Units
Single Family Residential	1-141	10.44	141
Water Quality	A & B	0.39	--
Private Streets	C	4.50	--
Public Streets	--	1.30	--
Totals:		16.63	141

1. Totals reflect rounding.

B. Circulation Improvements

As shown on Figure 3-3, the Project entails improvements to several public roadways on- and off-site. Access to the Project site would be provided via two (2) full access connections from San Remo and Benton Road. San Remo abuts the northern boundary of the property and would provide access to the northern portions of the site via a proposed private street. Benton Road abuts the southern boundary of the property and would provide access to the southern portions of the site via a proposed private street. As part of the Project, additional right-of-way (ROW) would be dedicated along the site's frontages with Benton Road (9 feet) and Pourroy Road (6-18 feet). 5-foot-wide meandering sidewalks are proposed along

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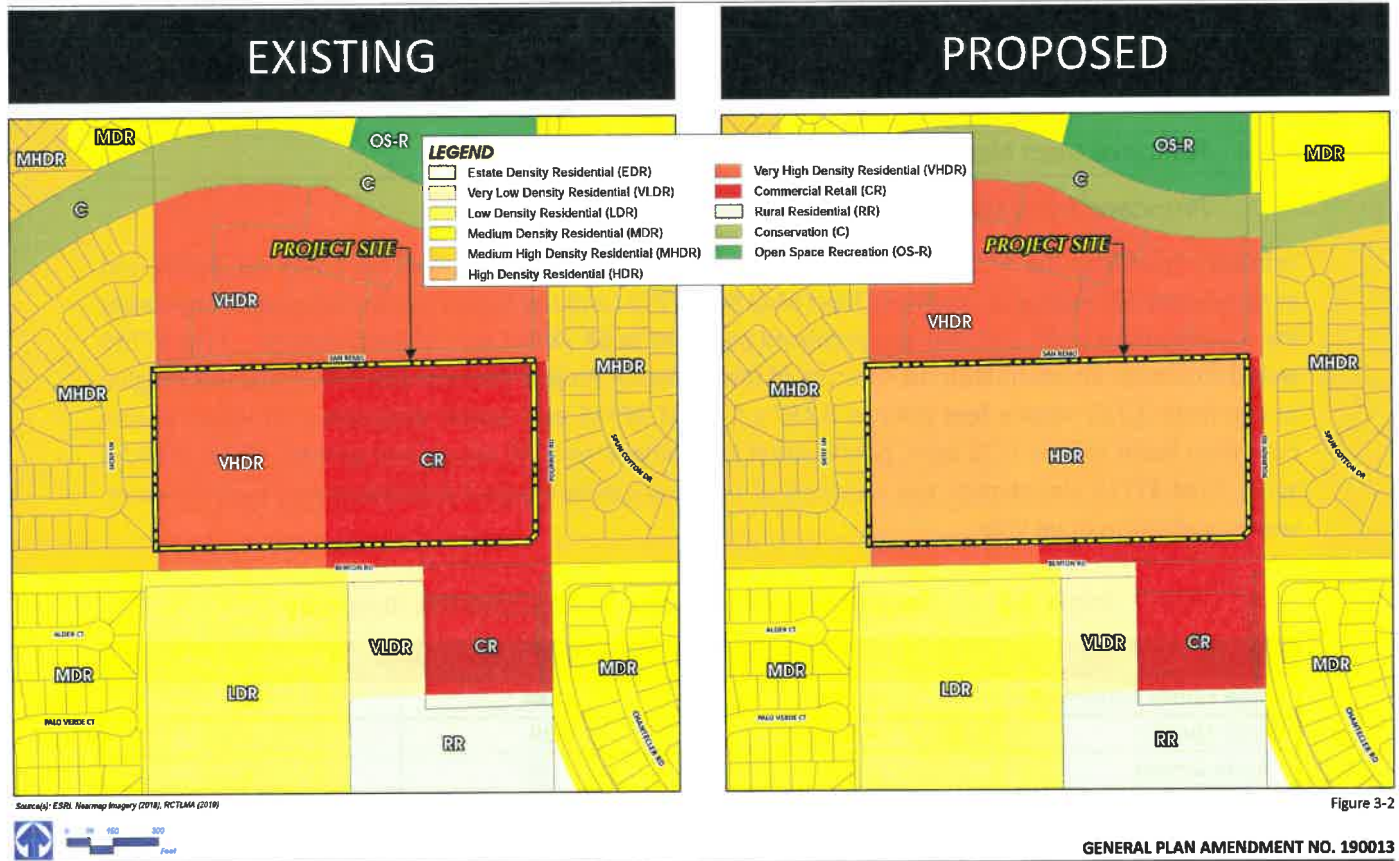
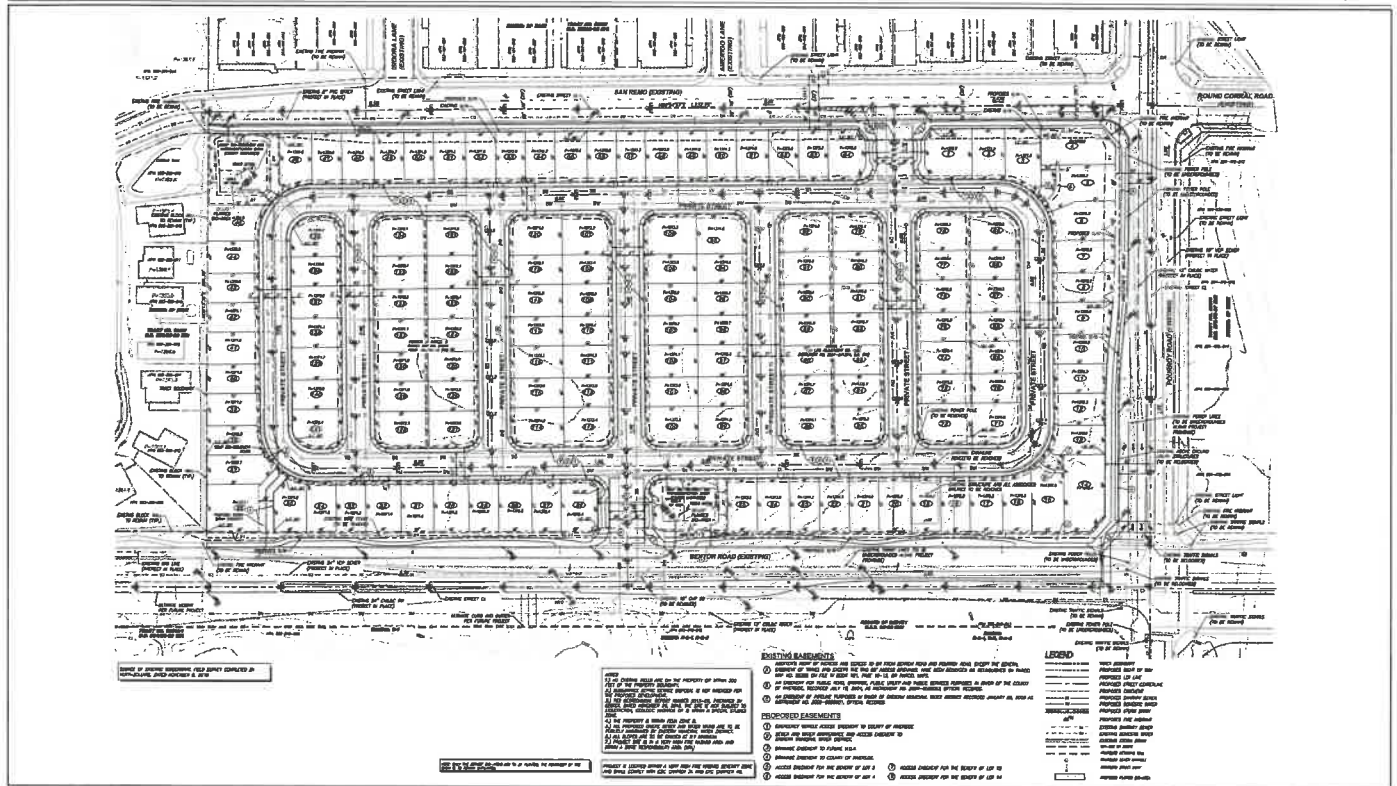


Figure 3-2

GENERAL PLAN AMENDMENT NO. 190013



Source(s): Hahn Zlotnik, Inc. (01-23-2020)



TENTATIVE TRACT MAP NO. 37715

Figure 3-3

Winchester 1800

the Project site's frontages with Benton Road and Pourroy Road. Additionally, as part of the Project, unneeded ROW would be vacated along the site's frontage with San Remo and the Project Applicant would construct a 6-foot-wide curb-adjacent sidewalk.

C. Grading

Figure 3-4, *Conceptual Grading Plan*, depicts the Project's proposed grading plan. The Project would require a total of 120,524 cubic yards (cy) of cut and 142,655 cy of fill. The Project would require 22,131 cy of imported soil, with overall grading balanced on-site. The Project proposes two water quality bio-treatment basins located in the northwestern and southern portions of the site, which would capture and treat first flush runoff from the developed portions of the site. Slopes along the detention basin are primarily proposed at a gradient of 2:1 (horizontal:vertical). The detention basin is designed to convey runoff to existing drainage facilities within Benton Road.

D. Water, Sewer, and Drainage

Figure 3-5, *Conceptual Utility Plan*, depicts proposed water, sewer, and drainage improvements proposed by the Project Applicant, each of which are described below.

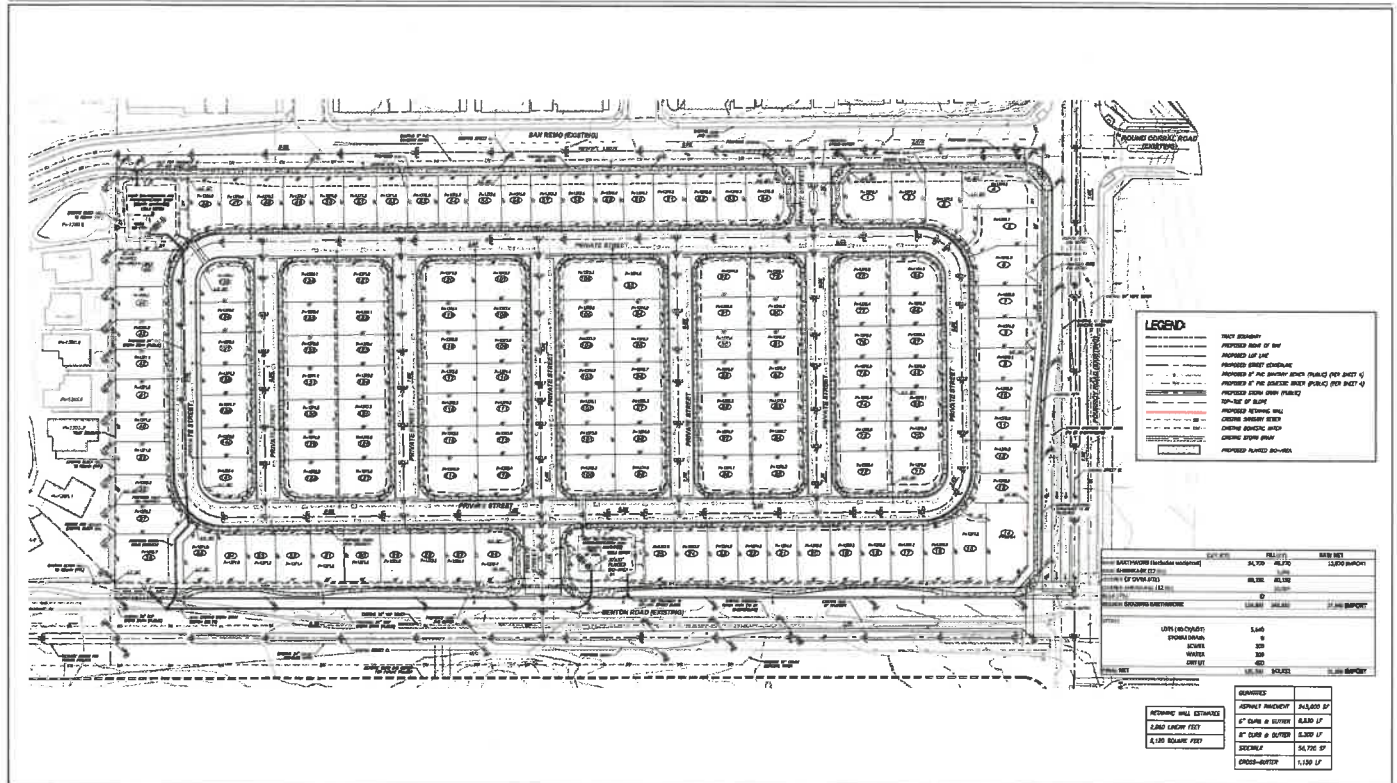
Water Service

Water service would be provided to the Project site by Eastern Municipal Water District (EMWD). The Project Applicant would construct new 8-inch water lines within the Project boundaries in order to provide internal water service to the residential lots proposed throughout the Project site. The internal water lines would connect to the existing main water lines within Benton Road and San Remo near the Project entrances from these roadways.

The Project also includes proposed fire hydrants at the site's southwestern boundary, the intersection of the site's entrance from Benton Road, the northeastern corner of the intersection of Benton Road and Pourroy Road, south of the intersection of Pourroy Road and San Remo, at the intersection of Pourroy Road and San Remo, at three locations along San Remo, and multiple locations within the Project's boundaries.

Sewer Service

EMWD is the current provider of sewer services to the Project area. On-site wastewater would be conveyed via a series of 8-inch sanitary sewer lines to be constructed within the on-site streets to an existing 8-inch line within Benton Road. All sanitary sewer flows from the site would be conveyed to the Temecula Valley Regional Water Reclamation Facility (TVRWF) for treatment, located at 42565 Avenida Alvarado in Temecula, approximately 7.1 miles southwest of the site. The Temecula Valley Regional WRF provides secondary treatment of wastewater flows, and currently accepts approximately 14.0 million gallons per day (mgd) with a total capacity of 18.0 mgd. (EMWD, 2016b)



Source(s): Hill-Zollars (01-15-2020)

Figure 3-4



CONCEPTUAL GRADING PLAN

Winchester 1800

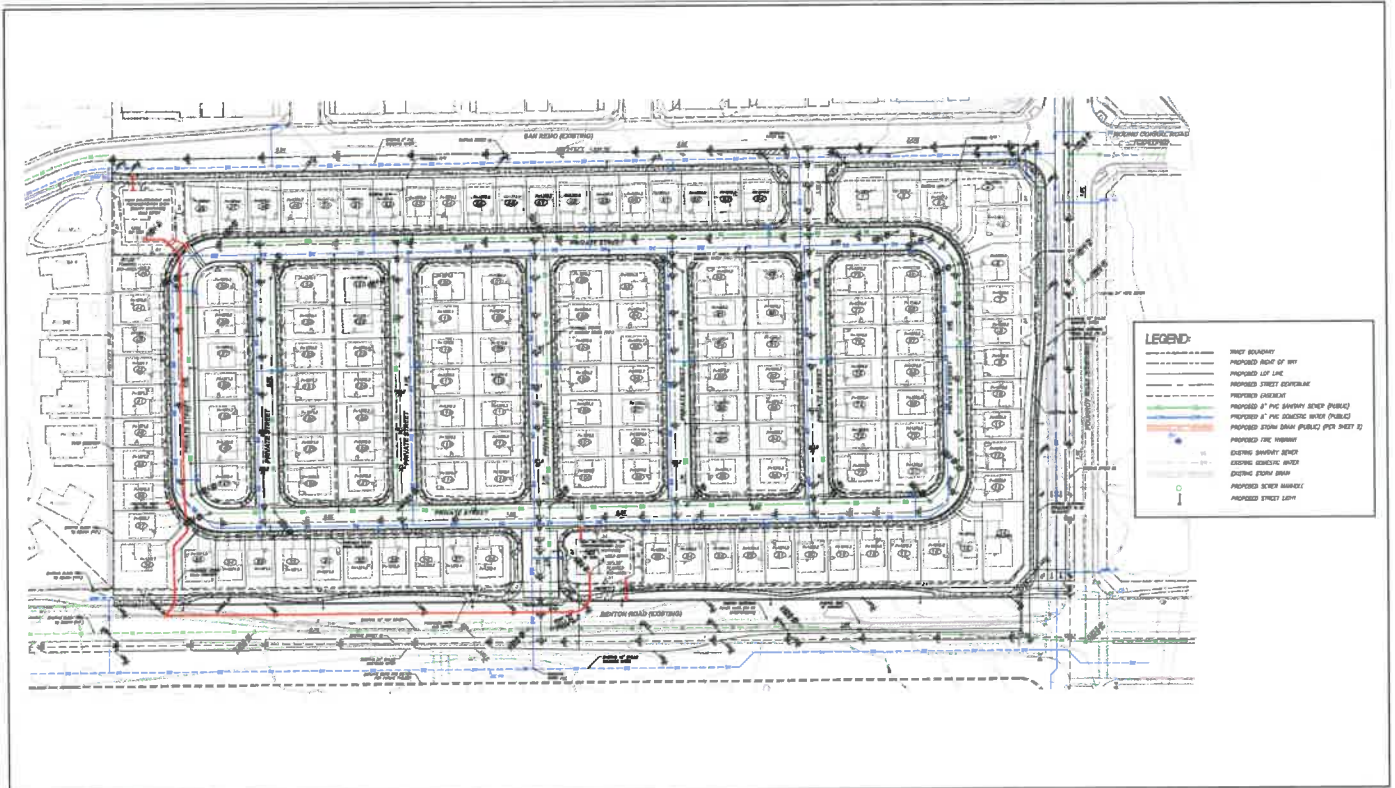


Figure 3-5

Source(s): Hahn Zoller (01-15-2023)



T&B Planning, Inc.

CONCEPTUAL UTILITY PLAN

Page 3-9

Drainage

On-site stormwater runoff would be conveyed through public street improvements, inlet structures, and storm drains which generally would convey all runoff to one of two water quality detention basins. One of the water quality detention basins is located in the northwestern corner of the Project site and the other water quality detention basin is located in the southern portion of the Project site adjacent to the Project site's entrance from Benton Road. Runoff from the northwestern corner of the site would be conveyed via a proposed 24-inch storm drain southerly through the Project site and would connect to an existing storm drain line within Benton Road near the Project's site's southwestern boundary. Runoff from the detention basin adjacent to Benton Road would be conveyed westerly via a proposed 18-inch storm drain line within Benton Road, and would connect to the existing storm drain line within Benton Road near the southwest corner of the Project site. The Project also would demolish approximately 68-feet of existing storm drain section within Benton Road.

3.2 SCOPE OF ENVIRONMENTAL ANALYSIS

3.2.1 Construction Characteristics

A. *Proposed Physical Disturbance*

As shown in Figure 3-6, *Proposed Physical Disturbances*, implementation of the Project would result in disturbances to the entire 16.6-acre property and 2.3 acres of off-site improvement areas associated with Project roadway and infrastructure improvements. The Project site contains one existing structure that would be demolished with implementation of the Project. As part of the Project's off-site infrastructure improvements, the Project Applicant proposes to construct an 18-inch public storm drain within Benton Road extending from just east of the proposed entry from Benton Road west to just east of the Project's western boundary where it would connect to an existing storm drain line within Benton Road. The Project would also require improvements to the intersection of Benton Road and Pourroy Road, and at the intersection of San Remo and Pourroy Road, in order to provide site access and transportation improvements. No additional off-site improvements are anticipated to implement the Project. Existing power poles and power lines located along Pourroy Road and Benton Road would be relocated underground.

3.2.2 Operational Characteristics

A. *Overview of Operational Characteristics*

The Project would be operated as a residential community with supporting infrastructure. As such, typical operational characteristics include residents and visitors traveling to and from the site, leisure and maintenance activities occurring on individual residential lots, and general maintenance of common areas and installed infrastructure. Low levels of noise and a moderate level of artificial exterior lighting typical of a residential community is expected.

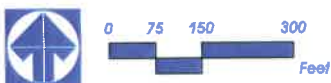
B. *Future Population*

The Project site comprises approximately 16.6 acres of land, and the Project Applicant proposes to develop the property with up to 145 single-family homes. Based on the population generation rate of 3.2



Source(s): ESRI, Nearmap Imagery (2018), RCTLMA (2019)

Figure 3-6



PROPOSED PHYSICAL DISTURBANCES

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persons per household specified by the Valley-Wide Recreation & Park District Master Plan, the Project would generate a future population of up to 464 residents (145 dwelling units x 3.2 residents/dwelling unit = 464 residents).

C. Future Traffic

Buildout of the Project is anticipated to result in a net total of 1,370 trip-ends per day with 107 AM peak hour trips and 143 PM peak hour trips. (Urban Crossroads, 2019, Table 4-1)

3.2.3 Related Environmental Review and Consultation Requirements

Riverside County has primary approval responsibility for the Project. As such, the County is serving as the Lead Agency for this EIR Addendum pursuant to CEQA Guidelines § 15050.

As indicated in Subsection 1.4.6, the County's Planning Commission will consider the Project's requested Change of Zone, General Plan Amendment, Specific Plan Amendment, and Tentative Tract Map applications as part of a publicly-noticed hearing and will recommend to the Riverside County Board of Supervisors whether to approve, conditionally approve, or deny approval of the Project. The Board of Supervisors will then consider the information contained in EIR No. 374, this Addendum, and the Project's Administrative Record in its decision-making processes and will have the authority to approve, conditionally approve, or deny the Project. A second hearing before the Board of Supervisors would be held for the second reading of the proposed Zoning Ordinance, following which the Project would be fully approved. Following approval of the Project and approval of this EIR Addendum, the County would conduct administrative reviews and grant ministerial permits and approvals to implement the Project. At this time, no State or federal approvals or permits are anticipated to be necessary, other than the issuance of a National Pollutant Discharge Elimination System (NPDES) Permit by the San Diego Regional Water Quality Control Board (RWQCB). Coverage under a NPDES Permit is required for all construction projects in the State that disturb more than one acre of land. Table 3-3, *Matrix of Project Approvals/Permits*, provides a summary of the agencies responsible for subsequent ministerial approvals associated with the Project. This EIR Addendum covers all federal, state, and local government approvals which may be needed to construct or implement the Project, whether or not explicitly noted in Table 3-3.

Table 3-3 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
RIVERSIDE COUNTY	
PROPOSED PROJECT – RIVERSIDE COUNTY DISCRETIONARY APPROVALS	
Riverside County Planning Commission	<ul style="list-style-type: none"> • Provide recommendations to the Riverside County Board of Supervisors regarding adoption of the Project’s EIR Addendum. • Provide recommendations to the Riverside County Board of Supervisors whether to approve Change of Zone No. 1900017, General Plan Amendment No. 190013, Specific Plan Amendment No. 286-A7, and Tentative Tract Map No. 37715.
Riverside County Board of Supervisors	<ul style="list-style-type: none"> • Reject or adopt this EIR Addendum along with appropriate CEQA findings. • Approve, conditionally approve, or deny proposed Specific Plan Amendment No. 286-A7 and Tentative Tract Map No. 37715. • Approve by ordinance or deny Change of Zone No. 1900017. • Approve or deny General Plan Amendment No. 190013.
Subsequent Riverside County Discretionary and Ministerial Approvals	
Riverside County Building and Safety Department	<ul style="list-style-type: none"> • Issue Grading Permits. • Issue Building Permits. • Approve Road Improvement Plans.
Other Agencies – Subsequent Approvals and Permits	
San Diego Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> • Issuance of a Construction Activity General Construction Permit • Compliance with National Pollutant Discharge Elimination System (NPDES) Permit
Riverside County Flood Control & Water Conservation District (RCFCWCD)	<ul style="list-style-type: none"> • Approvals for construction of the proposed detention basin
Riverside County Airport Land Use Commission (ALUC)	<ul style="list-style-type: none"> • Determination of consistency with the 2011 French Valley ALUCP

4.0 Environmental Checklist

Environmental Assessment (EA)/CEQA Case Number: Case No. CEQ190044

Project Case Type(s) and Number(s): General Plan Amendment No. 190013, Specific Plan Amendment No. 286-A7 (SPA 7), Change of Zone No. 1900017, and Tentative Tract Map No. 37715

Lead Agency Contact Person: Deborah Bradford; (951) 955-6646

Lead Agency Address: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501

Applicant Contact Person: Matt Maehara

Telephone Number: (949) 372-3310

Applicant's Name: MLC Holdings

Applicant's Address: 5 Peters Canyon Road, Suite 310, Irvine, CA 92606

Engineer's Name: Steven M. Cook, Huitt-Zollars, Inc.

Engineer's Address: 2603 Main Street, #400, Irvine CA 92614

4.1 PROJECT INFORMATION

A. Project Description: The Project Applicant proposes General Plan Amendment No. 190013, Amendment No. 7 to Specific Plan No. 286 (SPA 7), Change of Zone No. 1900017, and Tentative Tract Map No. 37715 to allow for development of the Project site with up to 145 single-family homes on the 16.6-acre Project site. Two detention basins totaling 0.12 acre are also proposed. One detention basin is located in the northwestern corner of the Project site and the other detention basin is located in the southern portion of the Project site. Refer to Section 3.0 for a detailed description of the Project.

B. Type of Project:

Site Specific Countywide Community Policy

C. Total Project Area: 16.6 Acres

Residential Acres: 10.44	Lots: 145	Units: 145	Projected No. of Residents: 464
Commercial Acres: 0	Lots: 0	Sq. Ft. of Bldg. Area: 0	Est. No. of Employees: 0
Industrial Acres: 0	Lots: N/A	Sq. Ft. of Bldg. Area: 0	Est. No. of Employees: 0
Other: Detention Basins (0.39 acre); Private Streets (4.50 acres); and Public Streets (1.30 acre)	Lots: 3	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A

D. Assessor's Parcel No(s): 963-100-008

E. Street References: North of Benton Road, west of Pourroy Road, and south of San Remo.

F. Section, Township & Range Description or reference/attach a Legal Description: Eastern portion of Section 5, Township 7 South, Range 2 West, San Bernardino Baseline and Meridian.

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- G. Brief description of the existing environmental setting of the project site and its surroundings:** Under existing conditions the 16.6-acre site contains one residential dwelling unit. A majority of the property consists of disturbed vegetation that is routinely disced for fire abatement purposes.

The Project site is surrounded by improved roadways, including San Remo, Pourroy Road, and Benton Road. Land uses to the west, north, and east of the Project site consist of residential uses located within the Winchester 1800 SP. To the south of the Project site are undeveloped lands not located within the Winchester 1800 SP that appear to be routinely disturbed for fire abatement purposes.

4.2 APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The Project site is located within the Southwest Area Plan (SWAP) of the County of Riverside's General Plan, and is within the Winchester 1800 Specific Plan (SP 286). The General Plan and SWAP designate 9.3 acres in the southeast portion of the site for "Commercial Retail (CR)" uses which allows for local and regional retail and service uses at a floor area ratio (FAR) of 0.20-0.35 while the remainder of the Project site is designated for "Very High Density Residential (VHDR)" land uses, which allows for single-family attached residences and multi-family dwellings at a density of 14-20 dwelling units per acre (du/ac) (Riverside County, 2015b, pp. 17, 21). The Project site encompasses a portion of SP 286 Planning Area 41, which is designated by SP 286 for "Very High Density Residential (VHDR)" uses under existing conditions, and all of Planning Area 40, which is designated by SP 286 for "Commercial Retail (CR)" uses under existing conditions. Proposed SPA 7 would amend the SP 286 land use designations to allow for development of "High Density Residential" uses on the 16.6-acre Project site. With approval of SPA 7, the Project would be fully consistent with the site's underlying Specific Plan land use designations. Additionally, the Project site is located in the SWAP Highway 79 Policy Area, and the Project would be consistent with the requirements of the Highway 79 Policy Area. The Project meets all other applicable land use policies of the General Plan.
- 2. Circulation:** The Project was reviewed for conformance with County Ordinance No. 461 by the Riverside County Transportation Department. Adequate circulation facilities exist and are proposed to serve the Project. The Project meets with all applicable circulation policies of the General Plan.
- 3. Multipurpose Open Space:** No natural open space land is required to be preserved within the boundaries of this Project. The Project would be consistent with or otherwise would not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Project meets with all other applicable Multipurpose Open Space Element Policies.

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4. **Safety:** The Project allows for sufficient provision of emergency response services to the existing and future users of the Project through the Project's design. The Project meets with all other applicable Safety Element policies.
 5. **Noise:** The Project meets with all applicable Noise Element policies. Consistent with the findings of EIR No. 374, the Project would not exceed Riverside County noise standards.
 6. **Housing:** The Riverside County General Plan Housing Element does not contain any policies applicable to the Project, but rather identifies programs and actions to achieve the County's goals with respect to housing. The Project relates to the County General Plan Housing Element through the Project's proposed residential land uses. The density of residential use proposed by the Project would not adversely impact the implementation of the County General Plan Housing Element's goals or policies.
 7. **Air Quality:** EIR No. 374 determined that air quality impacts during construction would exceed the SCAQMD's construction significance thresholds and would therefore result in significant unavoidable impacts. EIR No. 374 also disclosed that operations associated with buildout of the Winchester 1800 SP would result in significant and unavoidable impacts due to emissions during Project operation. The Project would be subject to the air quality mitigation measures identified by EIR No. 374, which address both construction-related and operational-related air quality emissions. The Project also would be subject to applicable SCAQMD requirements. Moreover, construction of the Project would result in lower emission levels than disclosed by EIR No. 374 due to advancements in construction equipment technology and efficiency since EIR No. 374 was certified. The Project is consistent with or otherwise would not conflict with all applicable Air Quality Element policies.
 8. **Healthy Communities:** The Project would not result in any localized air quality impacts affecting nearby sensitive receptors (e.g., residential and school uses). The Project accommodates sidewalk connections in conformance with the SWAP, which would encourage walking and physical activity. The Project site is not environmentally sensitive or subject to severe natural hazards. The Project is consistent with or otherwise would not conflict with applicable policies of the Healthy Communities Element.
- B. General Plan Area Plan(s):** Southwest Area Plan (SWAP)
- C. Foundation Component(s):** Community Development
- D. Land Use Designation(s):** General Plan and SWAP: Very High Density Residential, Commercial Retail; Winchester 1800 SP: Very High Density Residential, Commercial Retail
- E. Overlay(s), if any:** N/A
- F. Policy Area(s), if any:** Highway 79 Policy Area; Mt. Palomar Night Time Lighting Policy Area.

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- G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:** Areas surrounding the Project site occur within the SWAP. Areas to the east and west of the Project site are within the Winchester 1800 SP and designated for “Medium High Residential (MDR)” uses within the Community Development Foundation Component. Areas north of the Project site are within the Winchester 1800 SP and designated for “Very High Density Residential (VHDR)” uses, beyond which are areas designated for “Open Space – Conservation Drainage (OS-CD),” MDR, and “Open Space – Recreation (OS-R)” uses. Areas designated for VHDR and MDR are located within the Community Development Foundation Component, while areas designated OS-CD and OS-R are located within the Open Space Foundation Component. To the south of the Project site are undeveloped lands not located within the Winchester 1800 SP that are designated by the General Plan and SWAP for “Low Density Residential (LDR),” “Rural Residential (RR),” “Estate Density Residential (EDR),” and “Commercial Retail (CR)” uses, beyond which are existing MDR uses. Areas designated for MDR and LDR are within the Community Development Foundation Component, areas designated for RR are within the Rural Foundation Component, and areas designated for EDR uses are located within the Rural Community Foundation Component. The Project site and surrounding areas are located within the Highway 79 Policy Area and the Mt. Palomar Night Time Lighting Policy Area.
- H. Adopted Specific Plan Information**
- 1. Name and Number of Specific Plan, if any:** Winchester 1800 Specific Plan (Specific Plan No. 286)
 - 2. Specific Plan Planning Area, and Policies, if any:** The Project site encompasses a portion of Planning Area 41 and all of Planning Area 40 of the Winchester 1800 Specific Plan SP 286. Planning Area 40 is currently designated for CR land uses, while Planning Area 41 is designated for VHDR land uses. The Project proposes Amendment No. 7 to SP 286 (SPA 7) SP 286, which would modify the allowable land uses and boundaries for Planning Areas 40 and 41 to allow for development of up to 145 “High Density Residential (HDR)” dwelling units within revised Planning Area 40. There are no policies in the adopted or proposed amendments to SP 286 that relate specifically to Planning Area 40 or Planning Area 41, beyond standard compliance with the development standards and design guidelines set forth by SP 374.
- I. Existing Zoning:** “SP (Specific Plan Zone)” (Winchester 1800 Specific Plan No. 286)
- J. Proposed Zoning, if any:** “SP (Specific Plan Zone)” (Winchester 1800 Specific Plan No. 286)
- K. Adjacent and Surrounding Zoning:** North, West, and East: SP; South: Rural Residential (R-R), One-Family Dwellings-Mountain Resort (R-1), Residential Agricultural 1-acre minimum lot (R-A-1), and Residential Agricultural 5-acre minimum lot (R-A-5)

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4.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a “New Significant Impact” or “More Severe Impact” as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

4.4 DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT (EIR)** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED:

- I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
- I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist.

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An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

- I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore, a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

- I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature

Date

Deborah Bradford
Printed Name

For Charissa Leach, Planning Director

5.0 Environmental Analysis

5.1 ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Cod §§ 21000-21178.1), this Initial Study (IS) has been prepared to analyze the Project to determine any potential significant impacts upon the environment beyond those disclosed in EIR No. 374 that would result from construction and implementation of the Project. In accordance with California Code of Regulations § 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration (MND), Environmental Impact Report (EIR), or Addendum to a previous EIR or MND is required for the Project. The purpose of this Initial Study is to inform the decision makers, affected agencies, and the public of potential environmental impacts associated with implementation of the Project.

5.1.1 Aesthetics

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
I. Scenic Resources				
a. Have a substantial adverse effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project have a substantial adverse effect upon a scenic highway corridor within which it is located?**

EIR No. 374 Finding: EIR No. 374 determined that the Project site was not located adjacent to any designated or eligible County or State scenic highway nor was the Project site visible from any designated or eligible County or State scenic highway. Therefore, EIR No. 374 did not identify any impacts associated with scenic highways. (Riverside County, 1997, p. V-122)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 374 was certified, there are no officially-designated State scenic highways in the Project vicinity, nor are there any County-designated scenic highways. The nearest officially-designated State scenic highway is the portion of State Route 74 (SR-74) located east of the City of Hemet, which is approximately 17.6 miles northeast of the Project site. The nearest State-eligible scenic highway is State Route 74 (SR-74), located approximately 9.8 miles north of the Project site, while Interstate 215 (I-215), located 4.7 miles west of the Project site, is designated as a County-eligible scenic highway. (Caltrans, 2019; Riverside County, 2015b, Figure 10) Due to distance and intervening topography and development, buildings proposed by the Project Applicant would not be visible from any segments of SR-74; thus, the Project would not result in any impacts to State scenic highways (Google Earth, 2019). Similarly, due to distance and intervening topography and development, buildings proposed by the Project Applicant would not be visible from any segments of the I-215, which is not officially designated as a scenic highway corridor. Accordingly, Project impacts to scenic highway corridors would be less than significant. Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- b) **Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?**
- c) **In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

EIR No. 374 Finding: EIR No. 374 determined that the Project would result in the removal of agricultural fields, Riversidean woodland, freshwater marsh, and eucalyptus trees from the Winchester 1800 SP area. The EIR did not identify any impacts to scenic vistas for views, nor did the EIR identify any impacts associated with aesthetically offensive site open to public view. (Riverside County, 1997, pp. V-109, V-114)

No Substantial Change from Previous Analysis: As previously depicted on Figure 2-3, under existing conditions and consistent with the conditions that existed at the time EIR No. 374 was certified, the Project site has been largely disturbed by historic agricultural uses on-site and routine discing activities. Implementation of the Project would convert the Project site from a largely undeveloped parcel of land

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with one single-family residence to a master-planned residential community with up to 145 single-family homes. Development of the Project site would be governed by proposed SP286A7 as well as TTM No. 37715, which contain site planning, architectural, and landscape architectural specifications to ensure that the site is developed in a manner that is not aesthetically offensive. Additionally, the Project would underground all existing power lines along the Project’s frontage which would enhance views in the area. Furthermore, there are no prominent vistas available from the Project site, and views of regional components of the viewshed, such as Bachelor Mountain to the east, would continue to be available in the surrounding areas. Accordingly, implementation of the Project would not substantially damage scenic resources, obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view, and impacts would be less than significant.

Additionally, the Project site is located in an urbanized area. The Project was reviewed by Riverside County for compliance with all development regulations, design guidelines, and other requirements of the proposed SP 286A7, including requirements related to visual quality. The Project would not conflict with any adopted or proposed Winchester 1800 SP policies related to visual quality. The Project also was found to be consistent with all relevant goals and policies of the Riverside County General Plan related to visual quality. In addition, the Project would be consistent with the Municipal Code requirements related to visual quality, including Riverside County Ordinance No. 655 (Regulating Light Pollution) and Ordinance No. 915 (Regulating Outdoor Lighting). As such, the Project would not conflict with applicable zoning or other regulations governing scenic quality, and a less-than-significant impact would occur.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
2. Mt. Palomar Observatory				
a. Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the Project interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?**

EIR No. 374 Finding: EIR No. 374 concluded that project development would result in the placement and installation of street lights as required by Riverside County. Entry monuments and signage on the Project site also would require illumination. EIR No. 374 included mitigation requiring adherence to Riverside County Ordinance No. 655. Adherence to the regulations in Riverside County Ordinance No. 655 would

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allow future development within the Winchester 1800 SP to avoid interfering with nighttime astrological observations at the Mt. Palomar Observatory and would ensure the proper shielding of lighting and the use of appropriate lighting types. Adherence with Ordinance No. 655 would ensure that future development within the Winchester 1800 SP would have a less-than-significant impact on activities at the Observatory. EIR No. 374 concluded that impacts would be less than significant with implementation of the required mitigation. (Riverside County, 1997, pp. V-191)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 374, the Project site is located approximately 21 miles northwest of the Mount Palomar Observatory and has the potential to create lighting levels that could adversely affect the operation of this facility (Google Earth, 2019). As indicated by EIR No. 374, the Project would be required to comply with Riverside County Ordinance No. 655, which was adopted to prevent significant lighting impacts that could affect the nighttime use of the Mount Palomar Observatory. Due to the 21-mile distance between the Project site and the Mount Palomar Observatory, the Project would be subject to the provisions of Ordinance No. 655 pertaining to Zone B. Ordinance No. 655 encourages the use of low-pressure sodium lamps, and requires all nonexempt outdoor fixtures to be shielded to prevent sky glare. (Riverside County, 1988) Compliance with Ordinance No. 655 is mandatory and would be assured through future County review of building permit applications. Furthermore, mitigation measures from EIR No. 374 would continue to apply to the Project (refer to Mitigation Measures MM D.11-1 through D.11-3), which require low-pressure sodium vapor lamps, shielding light downward to prevent upward illumination, and compliance with County Ordinance No. 655 which regulates light pollution, each of which would prevent significant impacts to the Mt. Palomar Observatory. With mandatory compliance to Ordinance No. 655 and the EIR No. 374 mitigation measures, Project impacts to the Mount Palomar Observatory would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
3. Other Lighting Issues				
a. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**
- b) **Would the Project expose residential property to unacceptable light levels?**

EIR No. 374 Finding: EIR No. 374 concluded that project development would result in the placement and installation of street lights as required by Riverside County. Entry monuments and signage on the Project site also would require illumination. EIR No. 374 identified mitigation measures to ensure that the Winchester 1800 SP was not a new source of substantial light and glare and to minimize the exposure of residential property to unacceptable light levels. EIR No. 374 concluded that impacts associated with light and glare would be less than significant with implementation of the required mitigation. (Riverside County, 1997, pp. V-191)

No Substantial Change from Previous Analysis: The proposed Winchester 1800 SPA 7 includes Section IV.4.f, Outdoor Lighting, which includes standards for outdoor lighting that would ensure that the Project does not create new sources of substantial light or glare that would adversely affect day or nighttime views in the area or expose residential property to unacceptable light levels. Additionally, mitigation measures identified in EIR No. 374 would continue to apply to the Project. Specifically, mitigation measure MM D.11-2 requires that lighting for all outdoor lighted areas, such as monumentation, must be oriented downwards and shielded to prevent direct upward illumination, while mitigation measure MM D.11-4 indicates that landscape buffers would partially mitigate light and glare impacts. Additionally, the Project would be subject to compliance with Riverside County Ordinance No. 915, which requires adequate shielding of outdoor lighting. Therefore, Project lighting would not create a new source of substantial light which would adversely affect day or nighttime views in the area.

None of the Project's proposed building materials would consist of reflective materials, except for the proposed windows, which would not be mirrored and would have similar low-potential glare characteristics as other windows on residential buildings in the surrounding area. The Project does not include any components that would generate substantial amounts of reflective surfaces to the Project vicinity; therefore, impacts associated with glare would be less than significant. Mandatory compliance with the development standards and design guidelines of proposed SP 286A7 and applicable Riverside County ordinances would ensure that building design elements proposed by the Project are designed to prevent the creation of substantial glare that could affect day or nighttime views in the area. Accordingly, implementation of the Project would result in a less-than-significant impact related to new sources of glare.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

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Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to lighting. These measures, which are listed below, would continue to apply to the Project and would be enforced as part of the Project’s conditions of approval.

MM D.11-1 Due to the proposed project's location with respect to the Mt. Palomar Observatory, low-pressure sodium vapor lamps for street lighting will be employed.

MM D.11-2 Other potentially lighted areas (i.e., entry monumentation and signage) shall orient light downward and shield it to prevent glare and direct upward illumination.

MM D.11-3 The project will be subject to County Ordinance No. 655 regulating light pollution.

MM D.11-4 Landscape buffers will partially mitigate the potential light and glare impacts.

Project-Specific Conditions of Approval/Applicable Regulatory Requirements

- Prior to issuance of building permits, Riverside County shall review the proposed building and development plans for compliance with Riverside County Ordinance No. 915, which regulates outdoor lighting within the County.

5.1.2 Agriculture and Forest Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
4. agriculture				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

EIR No. 374 Finding: EIR No. 374 concluded that implementation of SP 286 would result in urban development on "Prime Farmlands." Impacts to on-site "Prime Farmlands" were disclosed by EIR No. 374 as a significant and unavoidable impact resulting from buildout of SP 286. (Riverside County, 1997, p. V-107)

No Substantial Change from Previous Analysis: According to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site is classified as containing "Farmland of Local Importance." Areas surrounding the Project site are classified as "Urban and Built-Up Land" and "Other Land." (CDC, 2017) Thus, the Project site and surrounding areas do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and the Project therefore would have no potential to directly or indirectly convert Farmland to non-agricultural use. As such, no impact to Farmland would occur as a result of the Project. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

b) Would the Project conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?

EIR No. 374 Finding: EIR No. 374 found that in order to accommodate the Winchester 1800 SP project, Williamson Act Contracts would need to be canceled on approximately 454 acres within Winchester Agricultural Preserve No. 5, Map 66. However, the EIR stated that a Notice of Nonrenewal was filed in September of 1990 for the parcels within the project site within the Agricultural Preserve. Therefore, EIR No. 374 did not identify any conflicts with existing agricultural zoning, agricultural use, or with land subject to a Williamson Act contract. (Riverside County, 1997, pp. V-99)

No Substantial Change from Previous Analysis: The entire Project site is located within the Winchester 1800 SP and is zoned by SP 286 for commercial and residential land uses. In addition, no portion of the

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Project site or immediately surrounding areas is designated by the General Plan, SWAP, or SP 286 for agricultural land uses. There are no agricultural uses on site or in the immediate vicinity of the Project site under existing conditions. Therefore, the Project would not conflict with existing agricultural zoning or land use. In addition, and subsequent to certification of EIR No. 374, the Project is no longer subject to an active Williamson Act contract. Land within the Project site is designated as “non-enrolled land” according to the California Department of Conservation (CDC, 2016). Furthermore, according to Riverside County GIS, no active agricultural preserves exist on the Project site (RCIT, 2020). As such, the Project would not conflict with existing agricultural zoning or agricultural use and would not conflict with land subject to a Williamson Act contract or Riverside County Agricultural Preserve and no impact would occur. Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

c) Would the Project cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 “Right-to-Farm”)?

EIR No. 374 Finding: At the time EIR No. 374 was certified, agricultural land uses were located north of Keller Road, south of Auld Road, and east of Washington Street. However, the EIR concluded that these existing agricultural uses were protected by the Riverside County Right-to-Farm Ordinance (Ordinance No. 625), compliance with which was required pursuant to the mitigation measure identified in EIR No. 374. As such, EIR No. 374 concluded that impacts would be less than significant assuming mandatory compliance with Riverside County Ordinance No. 625. (Riverside County, 1997, pp. V-107)

No Substantial Change from Previous Analysis: There are no agriculturally-zoned properties within 300 feet of the Project site; thus, development of the Project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property (RCIT, 2020). Mitigation was identified in EIR No. 374 that requires compliance with Riverside County Ordinance No. 625, which applies to projects that are located within 300 feet of agriculturally-zoned property. However, under current (2019) conditions, there are no agriculturally-zoned properties within 300 feet of the Project site. Lands surrounding the Project site are all zoned for residential use, or are zoned as part of approved specific plans that do not provide for agricultural zoning. Thus, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally-zoned property, and no impact would occur. As such, mitigation requiring compliance with Ordinance No. 625 would not be applicable to the Project. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

d) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

EIR No. 374 Finding: EIR No. 374 concluded that the Winchester 1800 SP project would remove from production approximately 1,335 acres of dryland farming which would contribute to the decline of such uses in Riverside County. In addition, EIR No. 374 found that the Winchester 1800 SP project would result in the loss of “Locally Important Farmland” and could potentially hasten the conversion of surrounding agricultural areas to urban uses. Indirect impacts to Farmland were concluded by EIR No. 374 to be less than significant with adherence to Mitigation Measure MM C.10-1. (Riverside County, 1997, pp. V-107)

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No Substantial Change from Previous Analysis: “Farmland” is defined in Section II.a of Appendix G to the State CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As described under Threshold a), above, there are no areas of Farmland within the Project vicinity. As such, there are no components of the Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, and no impact would occur. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
5. Forest				
a. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?**
- b) **Would the Project result in the loss of forest land or conversion of forest land to non-forest use?**
- c) **Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?**

EIR No. 374 Finding: EIR No. 374 did not identify any conflicts to existing zoning for forest land, timberland, or timberland zoned as “Timberland Production” nor did the EIR determine that the Winchester 1800 SP project would result in the loss of forest land or conversion of forest land to non-

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forest use. Thus, EIR No. 374 did not identify any impacts to forest resources or zoning. (Riverside County, 1997, Figure V-8 and V-9)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed when EIR No. 374 was certified, no lands within the Project vicinity are zoned for forest land, timberland, or Timberland Production, nor are any lands within the Project vicinity used for timber production (Riverside County, 2016; Google Earth, 2019). The Project therefore would have no potential to conflict with timberland or forest land zoning designations, nor would the Project result in the loss of forest land or conversion of forest land to non-forest use. There are no components of the Project that would result in changes to the existing environment which could result in the conversion of forest land to non-forest use. Thus, no impact to forest resources would occur. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified one mitigation measure to address impacts to agriculture. While EIR No. 374 included Mitigation Measure MM C.10-1, which required adherence with Riverside County Ordinance No. 625, which applies to projects within 300 feet of agricultural uses, agricultural uses are not located within 300 feet of the Project site; thus, Mitigation Measure MM C.10-1 is not applicable to the Project.

5.1.3 Air Quality

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
6. Air Quality Impacts				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

EIR No. 374 Finding: EIR No. 374 did not identify any impacts associated with a conflict with the 1989 Air Quality Management Plan (AQMP), which was the applicable air quality plan at the time EIR No. 374 was certified, although EIR No 374 did disclose that impacts to air quality would be significant and unavoidable on both a direct and cumulative basis due to net increases of criteria pollutants, as discussed further under Threshold b. (Riverside County, 1997, pp. V-61)

No Substantial Change from Previous Analysis: The Project is located within the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) is principally responsible for air pollution control in the SCAB and has adopted a series of Air Quality Management Plans (AQMPs) to reduce air emissions in the Basin. Most recently, the SCAQMD Governing Board adopted the Final 2016 AQMP for the SCAB in March 2017. The 2016 AQMP incorporates scientific and technological information and planning assumptions, including the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and updated emission inventory methodologies for various source categories. Although the adoption of the 2016 AQMP represents a change in circumstance since EIR No. 374 was certified, the 2016 AQMP includes more environmentally-protective requirements as compared to the 1989 AQMP that was in effect at the time EIR No. 374 was certified (e.g., requirements related to PM_{2.5} were not included in the 1989 AQMP); thus, the changes are not substantial and would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 374.

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 (1993). These indicators are discussed below:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Based on the air quality modeling analysis contained in the Project’s Air Quality and GHG Analysis (*Technical Appendix A*), and discussed in further detail in under Threshold b) below, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds or Localized Significance Thresholds (LSTs). Operation of the Project would generate air pollutant emissions that are inconsequential on a regional basis and that would not exceed the SCAQMD regional

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thresholds of significance. As also discussed in Threshold “b,” the Project’s operational-related localized pollutant concentrations would not exceed the SCAQMD LSTs. Therefore, a less than significant impact would occur and no mitigation would be required. Therefore, based on the foregoing analysis, the Project would be consistent with the first criterion. (Vista Environmental, 2020, p. 54)

- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

Consistency with the AQMP assumptions is determined by performing an analysis of the Project compared to the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts as the SCAQMD 2016 AQMP. The AQMP is developed through use of the planning forecasts provided in the SCAG RTP/SCS and Federal Transportation Improvement Program (FTIP). The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with State and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this Project, the Riverside County General Plan SWAP (which includes the currently-adopted Winchester 1800 Specific Plan [SP 286] Land Use Plan) defines the assumptions that are represented in AQMP. (Vista Environmental, 2020, p. 54)

9.3 acres of the southeast portion of the Project site (Planning Area 40) are currently designated as Commercial Retail (CR) in the adopted SP 286 and the remainder of the Project site includes a portion (7.3 acres) of Planning Area 41, which is currently designated as Very High Density Residential (VHDR) by SP 286. The Project site is zoned “Specific Plan” and is not subject to any zoning overlays; however, as noted below, the Project site is subject to the Highway 79 Policy Area of the SWAP. The Project consists of the development of up to 145 single-family homes on approximately 16.6 acres, which would result in a density of 8.7 dwelling units per acre. Therefore, the Project requires a General Plan Amendment (GPA) and a Specific Plan Amendment (SPA) to change land use designations for the 9.3 acres that are currently designated CR and the 7.3 acres that are currently designated VHDR to instead designate these areas for “High Density Residential (HDR)” land uses. The GPA and SPA also would revise the boundaries and acreage of Planning Areas 40 and 41. (Vista Environmental, 2020, p. 54)

As previously shown on Figure 3-2, the Project would reconfigure the boundaries of Planning Areas 40 and 41 of SP 286. Under existing conditions, Planning Area 40 is designated for 9.3 acres of CR land uses while Planning Area 41 is designated for up to 339 dwelling units on 22.6 acres. With approval of the land use and boundary changes proposed by SP 286A7, Planning Area 40 would allow for up to 145 HDR dwelling units on 16.6 acres, while Planning Area 41 would allow for 204 HDR dwelling units on 15.7 acres; thus, a total of 349 dwelling units would be allocated to Planning Areas 40 and 41 as part of the Project. As such, the Project would result in an increase in 10 dwelling units as compared to the adopted SP 286, but would result in a reduction of 9.3 acres of CR land uses. With respect to air quality emissions, the increase of 10 dwelling units as proposed by the Project would be more than off-set by the proposed

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reduction of 9.3 acres of CR land uses. As such, the Project would not exceed the growth assumptions of the SCAQMD 2016 AQMP.

Additionally, the Project is located within the Highway 79 Policy Area of the General Plan and SWAP. The Highway 79 Policy Area requires overall within the Highway 79 Policy Area, development projects must produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Under the Highway 79 Policy, the permitted number of units is calculated using the County established mid-point for the approved designation. Under existing conditions, Planning Area 41 comprises 22.6 acres and is designated for VHDR land uses, which has a mid-point density of 17.0 dwelling units per acre (du/ac). Thus, the General Plan traffic model would have assumed Planning Area 41 would be developed with up to 384 dwelling units (22.6 acres x 17 du/ac = 384 dwelling units). Pursuant to the Highway 79 Policy Area, this means that Planning Area 41 would be restricted to a maximum of 349 residential dwelling units in order to comply with the policy (i.e., 9% below 384 dwelling units). Of the 349 dwelling units, 204 units have already been built, which leaves 145 units available for reallocation to Planning Area 40. Although the Project would require a General Plan Amendment and a Specific Plan Amendment, the Project would result in the same number of dwelling units that are currently allowed by the Highway 79 Policy Area. As such, the Project is not anticipated to exceed the AQMP assumptions for the Project site and is found to be consistent with the AQMP for the second criterion. (Vista Environmental, 2020, pp. 54-55)

Based on the preceding analysis, the Project would not result in an inconsistency with the SCAQMD AQMP. Impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

EIR No. 374 Finding: EIR No. 374 did not identify any impacts associated with a conflict with the 1989 Air Quality Management Plan (AQMP), although EIR No 374 did disclose that impacts to air quality would be significant and unavoidable on both a direct and cumulative basis (Riverside County, 1997, pp. V-61). EIR No. 374 concluded that the Winchester 1800 SP project would result in short-term particulate emissions during grading as well as vehicular emissions that would exceed the threshold of “significant” as defined by the South Coast Air Quality Management District (SCAQMD). In addition, the EIR determined that cumulative emissions from the Winchester 1800 SP project would exceed the threshold of significance established by SCAQMD. Mitigation Measures were identified to reduce air quality impacts; however, with incorporation of mitigation, EIR No. 374 nonetheless determined that air quality impacts would be significant and unavoidable. (Riverside County, 1997, pp. V-107)

No Substantial Change from Previous Analysis: As discussed under Threshold a), the Project is located within the SCAB and SCAQMD is principally responsible for air pollution control in the SCAB. Most recently, the SCAQMD Governing Board adopted the Final 2016 AQMP for the SCAB in March 2017. The 2016 AQMP incorporates scientific and technological information and planning assumptions, including

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the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and updated emission inventory methodologies for various source categories. Although the adoption of the 2016 AQMP represents a change in circumstance since EIR No. 374 was certified, the 2016 AQMP includes more environmentally-protective requirements as compared to the 1989 AQMP that was in effect at the time EIR No. 374 was certified (e.g., requirements related to PM_{2.5} were not included in the 1989 AQMP); thus, the changes are not substantial and would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 374.

Although the Project would modify the land uses for Planning Areas 40 and 41 from “Commercial Retail (CR)” and “Very High Density Residential (VHDR)” to “High Density Residential (HDR),” the modifications to the Specific Plan would not increase the intensity of development within the Specific Plan nor would the changes result in a substantial change to the construction or operational characteristics of SP 286, which would ensure that impacts associated with air quality would be similar to those identified in EIR No. 374. Specifically, and as discussed under the analysis of Threshold a), the land use changes proposed by the Project would result in an increase in 10 dwelling units allocated within Planning Areas 40 and 41, but also would result in the elimination of 9.3 acres of CR land uses. Thus, the proposed land use intensity on site would be similar or reduced in comparison to the site’s current land use designations, which were used as inputs in the SCAQMD 2016 AQMP.

Notwithstanding, an Air Quality and Greenhouse Gas Analysis Report was prepared by Vista Environmental in August 2019 (included as *Technical Appendix A*) to assess the potential for air quality impacts associated with buildout of revised Planning Area 40 per SP 286A7 in order to confirm that the potential for air quality impacts for the implementing tract map would not result in new or substantially increased air quality impacts beyond what was disclosed by EIR No. 374. Revised Planning Area 41 was not included in the Air Quality and Greenhouse Gas Analysis because this area already is built out with 204 HDR dwelling units. The Air Quality and Greenhouse Gas Analysis concludes that the implementation of the land uses proposed for Planning Area 40 as part of the Project would not generate regional or localized construction or operational emissions that would exceed SCAQMD’s thresholds of significance, as discussed below.

The Air Quality and Greenhouse Gas Analysis indicates that construction of the Project would result in the temporary generation of VOCs, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} emissions from construction activities such as demolition, site preparation, grading, building construction, architectural coating, and asphalt paving. Table 5-1, *Construction-Related Emissions*, shows the total construction emissions that would result from the construction of the Project. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently, Table 5-1 shows the combined criteria pollutant emissions from these phases of construction using the worst-case construction-related criteria pollutant emissions. As shown in Table 5-1, regional daily construction emissions would not exceed any of SCAQMD’s thresholds of significance during the construction activities associated with the Project. Additionally, the worst-case combined building construction, paving, and architectural coating phases would not exceed any of the SCAQMD’s thresholds of significance (Vista Environmental, 2020, pp. 55-57). Therefore, the short-term construction emissions associated with the construction the Project would not violate or contribute

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Table 5-1 Construction-Related Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Demolition¹						
Onsite ²	3.31	33.20	21.75	0.04	1.72	1.55
Offsite ³	0.10	0.82	0.74	0.00	0.22	0.06
Total	3.41	34.02	22.49	0.04	1.94	1.61
Site Preparation¹						
Onsite ²	4.08	42.42	21.51	0.04	10.33	6.49
Offsite ³	0.11	0.67	0.84	0.00	0.24	0.07
Total	4.19	43.09	22.35	0.04	10.57	6.56
Grading¹						
Onsite	6.44	73.70	46.88	0.09	7.95	4.56
Offsite	0.14	0.69	1.12	0.00	0.32	0.09
Total	6.58	74.39	48.00	0.09	8.27	4.65
Year 2020 Building Construction						
Onsite	2.12	19.19	16.85	0.03	1.12	1.05
Offsite	0.87	5.68	6.77	0.03	1.98	0.56
Total	2.99	24.87	23.62	0.06	3.10	1.61
Combined Year 2021 Building Construction, Paving, and Architectural Coatings						
Onsite	19.98	31.88	33.05	0.05	1.73	1.61
Offsite	1.01	5.23	7.79	0.03	2.45	0.68
Total	20.99	37.11	40.84	0.08	4.18	2.29
Maximum Daily Construction Emissions	20.99	74.39	48.00	0.09	10.57	6.56
SCQAMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Demolition, Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

² Onsite emissions from equipment not operated on public roads.

³ Offsite emissions from vehicles operating on public roads.

Source: CalEEMod Version 2016.3.2.

(Vista Environmental, 2020, Table L)

substantially to an existing or projected air quality violation. Accordingly, the construction of the Project would not generate any significant impacts, or substantially increase the severity of short-term construction impacts as previously identified in EIR No. 374.

Long-term operational emissions associated with the Project evaluated in the Air Quality and Greenhouse Gas Analysis. Operational emissions for land use development projects are typically distinguished as mobile, area, and energy source emissions. Mobile-source emissions are associated with automobiles that would travel to and from the project residences. Area-source emissions are associated with natural gas combustion for space and water heating, landscape maintenance activities, and periodic architectural coatings. Energy-source emissions are associated with electricity consumption and are more pertinent for GHG emissions than air quality pollutants.

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Table 5-2, *Operational Emissions*, presents the Project's maximum daily operational emissions. As shown in Table 5-2, regional daily operational emissions would not exceed any of SCAQMD's regional thresholds of significance. Therefore, the long-term daily operational emissions associated with the Project would not violate or contribute substantially to an existing or projected air quality violation. (Vista Environmental, 2020, pp. 57-59). Accordingly, the long-term operation of the Project would not result in any new or substantially increased physical impacts associated with air quality emissions compared to the significant and unavoidable operational air quality impacts that were disclosed in EIR No. 374.

Table 5-2 Operational Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Area Sources ¹	7.74	0.14	11.99	0.00	0.07	0.07
Energy Usage ²	0.12	1.06	0.45	0.01	0.09	0.09
Mobile Sources ³	2.88	20.67	34.30	0.14	10.36	2.84
Total Emissions	10.74	21.87	46.74	0.15	10.52	3.00
SCQAMD Operational Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Area sources consist of emissions from hearths, consumer products, architectural coatings, and landscaping equipment. No hearths would be installed into the proposed homes.

² Energy usage consist of emissions from natural gas usage (excluding hearths).

³ Mobile sources consist of emissions from vehicles and road dust.

Source: Calculated from CalEEMod Version 2016.3.2.

(Vista Environmental, 2020, Table N)

A recent Supreme Court of California decision, *Sierra Club v. County of Fresno (Friant Ranch)*, states that EIRs should relate a project's expected adverse air quality impacts to likely human health consequences or explain why it is not feasible at the time of preparing the EIR to provide such an analysis. Table 5-2 above shows that the primary source of operational air emissions would be created from mobile source emissions that would be generated throughout the Air Basin. As such, based on the Friant Ranch Supreme Court Ruling, any adverse health impacts created from the Project should be assessed on a basin-wide level. As indicated in Table B of the Air Quality and Greenhouse Gas Analysis (*Technical Appendix A*), the Air Basin has been designated by EPA for the national standards as a non-attainment area for ozone, PM_{2.5}, and partial non-attainment for lead. In addition, PM₁₀ has been designated by the State as non-attainment. It should be noted that VOC and NOx are ozone precursors, as such they have been considered as non-attainment pollutants. According to the 2016 AQMP, in 2016 the total emissions of: VOC was 500 tons per day; NOx was 522 tons per day; SOx was 18 tons per day; and PM_{2.5} was 66 tons per day. Since the 2016 AQMP did not calculate total PM₁₀ emissions, the total PM₁₀ emissions were obtained from *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by CARB. The project contribution to each criteria pollutant in the Air Basin is shown in Table 5-3, *Project's Contribution to Criteria Pollutants in the South Coast Air Basin*. (Vista Environmental, 2020, p. 58)

As shown in Table 5-3, the Project would increase criteria pollutant emissions by as much as 0.0033 percent for PM₁₀ in the South Coast Air Basin. Due to these nominal increases in the Air Basin-wide criteria pollutant emissions, no increases in days of non-attainment are anticipated to occur from operation of

Table 5-3 Project's Contribution to Criteria Pollutants in the South Coast Air Basin

Emissions Source	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Project Emissions ¹	10.74	21.87	46.74	0.15	10.52	3.00
Total Emissions in Air Basin ²	1,000,000	1,044,000	4,246,000	36,000	322,000	132,000
Project's Percent of Air Emissions	0.0011%	0.0021%	0.0011%	0.00042%	0.0033%	0.0023%
SCQAMD Operational Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ From the project's total operational emissions shown above in Table 5-2.

² VOC, NOx, CO, SO₂ and PM2.5 from 2016 AQMP and PM10 from the California Almanac of Emissions and Air Quality 2013 Edition. (Vista Environmental, 2020, Table O)

the Project. As such, operation of the Project is not anticipated to result in a quantitative increase in premature deaths, asthma in children, days children will miss school, asthma-related emergency room visits, or an increase in acute bronchitis among children due to the criteria pollutants created by the Project. Impacts would be less than significant. (Vista Environmental, 2020, pp. 58-59)

All components of the Project would be subject to the mitigation measures identified in EIR No. 374 related to the reduction of construction and operational emissions. Additionally, the Project would comply with all applicable mandatory SCAQMD rules and regulations, such as SCAQMD Rule 113 (Table of Standards) requiring use of low-VOC architectural coatings; SCAQMD Rule 431.2 (Low Sulfur Fuel); and SCAQMD Rule 402 (Nuisance). Accordingly, because the Project would not result in a new net increase in residential dwelling units within the SP 286 and would not substantially alter the construction or operational characteristics of SP 286, the Project would not result in a new potential to conflict with or obstruct implementation of the applicable air quality attainment plan, nor would it substantially increase the potential for impacts associated with the air quality attainment plan. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

c) Would the Project expose sensitive receptors which are located within one (1) mile of the project site, to substantial pollutant concentrations?

EIR No. 374 Finding: EIR No. 374 determined that the land uses proposed as part of the Winchester 1800 SP would not comprise substantial point source emissions. EIR No. 374 did not identify any impacts associated with the exposure of sensitive receptors within one mile of the project site to substantial point source emissions. Impacts were concluded to be less than significant. (Riverside County, 1997, pp. V-107)

No Substantial Change from Previous Analysis: The nearest sensitive receptors to the Project site are the single-family homes located immediately west of the Project site's boundary. There are also single-family homes located as close as 60 feet to the east of the Project site and multi-family homes located as close as 75 feet to the north of the Project site. The Project's potential to result in localized impacts associated with criteria pollutants, toxic air contaminant emissions, and carbon monoxide (CO) "hot spots," have been evaluated, and each is discussed below. (Vista Environmental, 2020, p. 61)

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Local Criteria Pollutant Impacts from Construction

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), which was prepared by SCAQMD and revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NO_x, CO, PM₁₀, and PM_{2.5}. The local air quality impacts from construction of the Project are shown below in Table 5-4, *Localized Significance Summary - Construction*. As shown in Table 5-4, none of the analyzed criteria pollutants would exceed the SCAQMD Localized Significance Thresholds (LSTs) during either the demolition, site preparation, grading or the combined building construction, paving, and architectural coatings phases. Therefore, a less-than-significant local air quality impact would occur from construction of the Project. (Vista Environmental, 2020, pp. 57, 61)

Table 5-4 Localized Significance Summary - Construction

Phase	Pollutant Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition ¹	33.20	21.75	1.72	1.55
Site Preparation ¹	42.42	21.51	10.33	6.49
Grading ¹	73.70	46.88	7.95	4.56
Year 2020 Building Construction	19.19	16.85	7.95	1.05
Combined Year 2021 Building Construction, Paving, and Architectural Coatings	31.88	33.05	1.73	1.61
Maximum Daily Construction Emissions	73.70	46.88	10.33	6.49
SCAQMD Thresholds for 25 meters (82 feet)²	270	1,577	13	8
Exceeds Threshold?	No	No	No	No

Notes:

¹ Demolition, Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

² The nearest sensitive receptors are single-family homes that are located adjacent to the west side of the project site. According to SCAQMD Methodology, all receptors closer than 25 meters are based on the 25 meter threshold.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 26, Temecula Valley. (Vista Environmental, 2020, Table M)

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors. (Vista Environmental, 2020, p. 61)

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the Project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air

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contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, the Project would not result in any significant short-term toxic air contaminant impacts during construction. Impacts would be less than significant. (Vista Environmental, 2020, p. 62)

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours. (Vista Environmental, 2020, p. 59)

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technologies on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods (100,000 vehicles per day) and did not predict a violation of CO standards. At buildout of the Project, and as shown on Exhibit 7-1 of the Project's Traffic Impact Analysis (TIA; *Technical Appendix I*), the highest average daily trips on a segment of road would be 15,800 daily trips along the segment of Benton Road west of Leon Road, which is lower than the highest daily traffic volumes of 100,000 vehicles per day (Urban Crossroads, 2019, Exhibit 7-1). Therefore, the Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" in the context of the 2003 SCAQMD hot spot study. As such, and consistent with the findings of EIR No. 374, the Project would not result in or contribute to any CO "hot spots," and impacts would be less than significant. (Vista Environmental, 2020, p. 59)

Local Criteria Pollutant Impacts from Operations

The local air quality emissions from on-site operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from the Project could result in a significant impact to the local air quality. The local air quality impacts from operation of the Project are shown below in Table 5-5, *Localized Significance Summary - Operation*.

Table 5-5 Localized Significance Summary - Operation

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources	0.14	11.99	0.07	0.07
Energy Usage	1.06	0.45	0.09	0.09
Onsite Vehicle Emissions ¹	2.58	4.29	1.30	0.36
Total Emissions	3.78	16.73	1.46	0.52
SCAQMD Thresholds for 25 meters (82 feet)²	371	1,965	4	2
Exceeds Threshold?	No	No	No	No

Notes:

¹ Onsite vehicle emissions based on 2.5 percent of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site (0.25 mile / CalEEMod default trip length of 10.16 mile = 2.5%).

² The nearest sensitive receptors are single-family homes that are located adjacent to the west side of the project site. According to SCAQMD Methodology, all receptors closer than 25 meters are based on the 25 meter threshold.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 26, Temecula Valley.

(Vista Environmental, 2020, Table P)

As shown in Table 5-5, none of the analyzed criteria pollutants would exceed the SCAQMD LSTs during operation of the Project. Therefore, a less-than-significant local air quality impact would occur from operation of the Project. (Vista Environmental, 2020, pp. 57, 61)

Operations-Related Toxic Air Contaminant Impacts

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips would be generated by the Project (i.e., diesel truck trips are not typically associated with residential uses), TAC impacts would be less than significant under operational conditions and no mitigation would be required. (Vista Environmental, 2020, pp. 62-63)

Conclusion

Construction and operation of the Project would result in a less-than-significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- d) **Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

EIR No. 374 Finding: EIR No. 374 did not identify any impacts associated with odors that could affect a substantial number of people.

No Substantial Change from Previous Analysis: Construction activities on the Project site may result in other emissions such as those leading to objectionable odors from construction equipment exhaust, application of coatings such as asphalt pavement, paints and solvents, and emissions from diesel equipment. However, mandatory compliance with applicable regulatory standards, including SCAQMD Rule 1113 (Architectural Coatings), would minimize odor impacts associated with Project construction activities. Furthermore, odors generated during construction would be typical of most construction sites, temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. (Vista Environmental, 2020, p. 63) As such, short-term odor impacts associated with Project construction would be less than significant and no mitigation is required.

The Project proposes residential land uses and associated infrastructure. Residential land uses are not typically associated with the generation of objectionable odors. Accordingly, long-term operation of the Project would not generate objectionable odors that affect a substantial number of people and no new or substantially increased impacts associated with odors would occur as a result of the Project (Vista Environmental, 2020, p. 63). Accordingly, and consistent with the findings of EIR No. 374, Project odor-causing emissions impacts during near-term construction and long-term operational activities would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address air quality impacts. These measures are listed below. It should be noted that several of the mitigation measures are not in the vicinity of the Project site, while other mitigation measures would not apply to the Project because the mitigation measures are specific to commercial uses. Specifically, the Project would be subject to Mitigation Measures MM C.6-1 through MM C.6-6, MM C.6-13, and MM C.6-15 through MM C.6-17. The Project site does not abut Winchester Road; thus, Mitigation Measure MM C.6-7 would not apply. The Project site does not include commercial uses; as such, Mitigation Measures MM C.6-8 through MM C.6-12 would not apply. The Project does not include the construction of any traffic signals and does not require any traffic signal synchronization; thus, MM C.6-14 does not apply.

MM C.6-1 To minimize dust generation during grading operations SCAQMD Rule 403 shall be adhered to which will require watering during earth moving operations. To further reduce the emission, grading shall not occur when wind speeds exceed 20 mph. Construction access roads should be paved. In addition, soil binders shall be spread on construction sites or unpaved roads and/or parking areas. Also, street sweeping of roads adjacent to the project site shall be done to reduce fugitive dust from traffic. Soil shall be cleaned up from public roads and access roads, if necessary. In addition, rapid cleanup of debris from streets shall be implemented after a major storm. Finally, trucks shall be washed off before leaving the construction site.

MM C.6-2 Construction equipment emissions should be reduced by requiring that trucks maintain two-feet of free board (distance between top of load and top of truck bed sides). In addition, low sulfur

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fuel should be used for construction equipment, and the equipment shall be properly maintained and tuned.

MM C.6-3 To minimize traffic related impacts from construction, construction personnel should be encouraged to rideshare or use mass transit. Parking for construction personnel should not interfere with traffic flows. Construction affecting roadways should be performed during nonpeak traffic hours. A flag person should be provided during times when construction traffic affects roadways and one lane in each direction should remain open.

MM C.6-4 Ground cover should be reestablished on the construction site through seeding and watering.

MM C.6-5 Activity management techniques should be employed, such as extending the construction period; reducing the number of pieces of equipment used simultaneously; increasing the distance between the emission sources; reducing or changing the hours of construction; and scheduling activity during off-peak hours.

MM C.6-6 Use of temporary power should be avoided, and grid power used instead.

MM C.6-13 Provide energy conserving street lighting. Energy costs should be included in capital expenditure analyses.

MM C.6-15 Provide incentives for purchasing and installing low-polluting and high efficiency appliances. Install solar water heaters and pool heaters in homes. Encourage waste recycling.

MM C.6-16 Provide landscaping with native drought resistant plant species to shade buildings during summer.

MM C.6-17 Vehicle Trips should be further reduced through the following methods:

- Establish a program of alternative work schedules.
- Establish a telecommuting program.
- Schedule goods movements for off-peak traffic hours.
- Contribute to local shuttle and regional transit systems.
- Provide dedicated turn lanes as appropriate.
- Limit on-street parking.

Project-Specific Conditions of Approval/Applicable Regulatory Requirements

- The Project is required to comply with the provisions of SCAQMD Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities, such as earth moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection

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of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 mph or less.
- The Project is required to comply with the provisions of SCAQMD Rule 113, Table of Standards, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 100 grams per liter [g/L]) unless otherwise specified in the SCAQMD Table of Standards.
- The Project is required to comply with applicable SCAQMD rules for construction activities on the Project site. SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1403 (Asbestos); Rule 1113 (Architectural Coatings); Rule 431.2 (Low Sulfur Fuel); Rule 403 (Fugitive Dust); and Rule 1186 / 1186.1 (Street Sweepers).
- The Project is required to comply with the provisions of SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.
- The Project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development.

5.1.4 Biological Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
7. Wildlife & Vegetation				
a. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
b. Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?

EIR No. 374 Finding: EIR No. 374 noted that the project area was located within the Stephen's Kangaroo Rat (SKR) Fee Area and would be subject to the payment of fees. EIR No. 374 did not identify any impacts due to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.

No Substantial Change from Previous Analysis: At the time EIR No. 374 was certified, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) had not yet been adopted by the County. Although this represents a change in circumstances, the MSHCP includes comprehensive requirements related to biological resources, and thus includes more environmentally-protective standards and requirements as compared to what was in effect when EIR No. 374 was certified.

The Project would not develop or disturb any additional property that EIR No. 374 did not assume would be developed. Further, there are no changed circumstances on the Project site with respect to biological resources when compared to the site analyzed in EIR No. 374. The Project site is not located within any MSHCP Criteria Cells, Cores, or Linkages, indicating the Project site is not targeted for conservation under the MSHCP (RCIT, 2020; GLA, 2019, p. 46). Regardless, the Project is subject to mandatory payment of the MSHCP per-acre local development mitigation fee pursuant to Ordinance No. 810, and is subject to certain MSHCP requirements that apply to lands not targeted for conservation. An Assessment of the Project's consistency with the requirements of the MSHCP is provided below.

Project Compliance with MSHCP Section 6.1.2

Volume 1, Section 6.1.2 of the MSHCP describes the process to protect species associated with riparian/riverine areas and vernal pools. The MSHCP requires focused surveys for sensitive riparian bird species when suitable habitat would be affected and surveys for sensitive fairy shrimp species when vernal pools or other suitable habitat would be affected. The Project site does not contain riparian/riverine or vernal pool resources, and no impacts to these resources would occur (GLA, 2019, p. 46). As such, a Determination of Biological Equivalent or Superior Preservation (DBESP) is not required, and the Project would be consistent with MSHCP Volume I, Section 6.1.2 (GLA, 2019, p. 46).

Project Compliance with MSHCP Section 6.1.3

Volume 1, Section 6.1.3 of the MSHCP requires that within Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present. According to MSHCP Figure 6-1, the Project site is located within the NEPSSA designated survey area 4, which targets the following species: Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, California Orcutt grass, and Wrights's trichocoronis. The Project site was not found to support suitable habitat for any special-status plant species, including the NEPSSA target species; therefore, the Project has no potential to result in a conflict with MSHCP Section 6.1.3. (Riverside County, 2003, Figure 6-1; GLA, 2019, p. 46)

Project Compliance with MSHCP Section 6.1.4

According to Section 6.1.4 of the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects (“edge effects”) associated with locating development in proximity to MSHCP Conservation Areas. The Project is not located within any MSHCP Criteria Area and is also not in proximity to any MSHCP Conservation Area. The nearest lands located within a Criteria Cell occurs approximately 0.4-mile northwest of the Project site. Furthermore, the Project site abuts residential development to the west, north, and east, while lands to the south consist of disturbed lands that are regularly disced for fire abatement purposes. Thus, the Project would not indirectly impact sensitive biological resources within MSHCP conservation areas. As such, the Project would not be subject to and would not conflict with the requirements of MSHCP Section 6.1.4. (RCIT, 2020; GLA, 2019, pp. 46-47)

Project Compliance with MSHCP Section 6.3.2

MSHCP Section 6.3.2 requires special surveys for certain plant species for lands located within the Criteria Area Plant Species Survey Area (CAPSSA). According to Figure 6-2 of the MSHCP, the Project site is not located within the CAPSSA. Additionally, according to MSHCP Figure 6-3, the Project site is not located within the Amphibian Species Survey Area. Furthermore, according to Figure 6-5 of the MSHCP, the Project is located outside of the Mammal Species Survey Areas. However, according to MSHCP Figure 6-4, a portion of the Project site lies within the Burrowing Owl Survey Area. Focused burrowing owl surveys were performed for the Project site and burrowing owls were not detected at the site. However, pursuant to EIR No. 374 Mitigation Measure MM C.11-3, the Project Applicant would be required to conduct pre-construction surveys no more than 30 days prior to construction to confirm the absence of owls. With the performance of pre-construction surveys, the Project would be consistent with Volume I, Section 6.3.2 of the MSHCP. Thus, the Project has no potential to conflict with MSHCP Section 6.3.2. (Riverside County, 2003, Figures 6-2 through 6-5; GLA, 2019, p. 50)

The Project would also be subject to the requirements of the SKR HCP. The SKR HCP was prepared under the direction of the RCHCA Board of Directors, in consultation with USFWS and CDFW. The County of Riverside is a member agency of the RCHCA. According to Figure S-1 of the SKR HCP, the Project site is not located within or adjacent to any SKR core reserve areas. Additionally, the Project Applicant would be required to contribute fees towards the establishment and long-term maintenance of the SKR HCP core reserve pursuant to Riverside County Ordinance No. 663. The Project would not conflict with any provisions of the SKR HCP; thus, a less-than-significant impact would occur.

Based on the foregoing analysis, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan (GLA, 2019, p. 47). As such, impacts due to a conflict with the MSHCP would not occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- b) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California**

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Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

- c) **Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service?**

EIR No. 374 Finding: EIR No. 374 found that the project would result in the loss of plant and animal life throughout the majority of the site. Loss of open field agricultural habitat was considered a significant, adverse impact due to the dependence on this habitat type by wintering and resident raptors. In addition, EIR No. 374 determined that the project would result in direct impacts to eight acres of Stephen’s kangaroo rat habitat. The EIR identified Mitigation Measure MM C.11-2 to reduce impacts on the Stephen’s kangaroo rat. Furthermore, the EIR concluded that the project would result in the loss of 2.5 acres of willow riparian habitat which was considered a significant adverse biological impact due to the limited nature of wetland habitat in southern California. Mitigation Measure MM C.11-1 was identified to reduce impacts to wetland habitat by requiring replacement habitat elsewhere. However, EIR No. 374 ultimately determined that such impacts would be significant and unavoidable. (Riverside County, 1997, p. V-114)

No Substantial Change from Previous Analysis: An assessment of habitat in the area within the Project site, including biological surveys, was conducted by GLA in 2019 (GLA, 2019). The Project’s potential to impact sensitive species is discussed below.

Impacts to Special-Status Plants

According to the Biological Technical Report (BTR) prepared for the Project (*Technical Appendix B*), the Project would not impact special-status plants. Based on the historical and current disturbed nature of the Project site, the lack of suitable soils, and the lack of suitable hydrology, the Project site does not have the potential to support special-status plants. As such, the Project would not result in any impacts to sensitive plant species, including species identified as a candidate, sensitive, or special status species, and impacts would be less than significant. (GLA, 2019, p. 41)

Impacts to Special-Status Animals

The Project may result in the loss of habitat for the Stephens’ kangaroo rat (SKR) and Swainson’s hawk, and may impact burrowing owls that may occupy the site prior to construction. Although not confirmed present, SKR, Swainson’s hawk, and the burrowing owl have the potential to occur at the Project site and if present to be impacted by the Project. Potential impacts to each are discussed below.

- **Stephens’ kangaroo rat (SKR).** Potential habitat for SKR occurs within the disturbed areas surrounding the agricultural field and open space associated with the existing on-site residence. Small mammal burrows were detected on the Project site; therefore, there is low potential for SKR. Impacts to SKR occupied habitat could be a potentially significant impact under CEQA. However, the Project site occurs within the SKR Habitat Conservation Plan (HCP) area and the SKR

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Fee Assessment Area, pursuant to Riverside County Ordinance No. 663. All projects located within Fee Assessment Area are required to pay the SKR fee pursuant to Ordinance No. 663, which would mitigate any potential SKR impacts that may result from the Project to a less-than-significant level. (GLA, 2019, p. 42)

- **Swainson's Hawk.** Development of the Project would remove potential low-quality foraging and nesting habitat for the Swainson's hawk. The loss of low-quality foraging and nesting habitat for Swainson's hawk would be mitigated through compliance with the MSHCP and mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810. (GLA, 2019, p. 42)
- **Burrowing Owl.** A portion of the Project site occurs within the MSHCP burrowing owl survey area, and therefore the MSHCP survey/conservation requirements for burrowing owl apply to the Project site. The burrowing owl was not detected during the four focused burrowing owl surveys conducted on April 9, May 7, June 10, and July 9, 2019. No burrowing owls or evidence of burrowing owls (e.g., cast pellets, preened feathers, or whitewash clustered at a burrow) were observed during the surveys; however, the Project site does contain potentially suitable habitat. (GLA, 2019, p. 34) However, because the site contains suitable habitat for the burrowing owl a pre-construction burrowing owl survey is required by the MSHCP to avoid harming burrowing owls if any were to be present immediately prior to construction. This requirement would be imposed on the Project as a condition of Project approval, in accordance with new Mitigation Measure MM C.11-4. (GLA, 2019, p. 45)

In addition to the species discussed above, the Project would impact habitat for the following non-listed, special-status species that have potential to occur, but that are covered by the MSHCP: loggerhead shrike (foraging only), northern harrier hawk (foraging only), and white-tailed kite. Potential impacts to loggerhead shrike (foraging only), northern harrier (foraging only), and white-tailed kite would be less than significant under CEQA. This is based on the low number of individuals potentially affected, the lack of suitable habitat and/or whether the species remains "common" to the region. All of the affected species meet one or more of these conditions. Regardless, these species are designated as covered species under the MSHCP, and so the loss of habitat for these species would be covered through the MSHCP and mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810. (GLA, 2019, p. 42)

Impacts to Raptor Foraging Habitat

The Project would remove 18.9 acres of potential foraging and nesting habitat for raptors, including red-tailed hawk, American kestrel, Cooper's hawk, northern harrier, Swainson's hawk, and white-tailed kite. Due to the disturbed nature of the Project site, lack of small mammal and reptile activity, and close proximity to human disturbance, impacts to raptor foraging habitat and potential nesting habitat would be less than significant under CEQA. Additionally, Swainson's hawk is a covered species under the MSHCP and so the loss of foraging habitat for these species would be covered through the MSHCP and impacts would be less than significant. (GLA, 2019, p. 42)

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Impacts to Critical Habitat

The Project would not impact lands designated as critical habitat by the United States Fish and Wildlife Service (USFWS). (GLA, 2019, p. 38)

Impacts to Nesting Birds

The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Impacts to nesting birds are prohibited by the MBTA and California Fish and Game Code. The Project would be required to comply with the requirements of the MBTA and California Fish and Game Code, which require pre-construction surveys and avoidance (as necessary) of active nests during the breeding season in order to reduce impacts to less-than-significant levels. Compliance with the requirements for impacts to nesting birds protected by the MBTA would be assured by the County's standard conditions of approval requiring pre-construction surveys, which are included herein as Mitigation Measure MM C.11-4. Compliance with the County's standard condition of approval and Mitigation Measure MM C.11-4 would ensure impacts to nesting birds would be less than significant.

Conclusion

As indicated in the foregoing analysis, the Project would result in less-than-significant impacts to endangered, threatened, candidate, sensitive, and/or special status species with standard regulatory compliance (including payment of fees), implementation of the mitigation measures specified by EIR No. 374, and implementation of the new mitigation measures identified herein to implement the County's standard conditions of approval related to nesting birds and the MSHCP. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- d) **Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

EIR No. 374 Finding: EIR No. 374 concluded that the loss of open field agricultural habitat was considered a significant, adverse impact due to the dependence on this habitat type by wintering and resident raptors. As such, EIR No. 374 determined that impacts associated with the movement of wildlife species would be significant and unavoidable. (Riverside County, 1997, p. V-218)

No Substantial Change from Previous Analysis: Conditions on the Project site are similar to the conditions that existed at the time EIR No. 374 was certified in 1997, but since 1997 more development has occurred in the surrounding area, thereby indicating that wildlife movement through the area is more constrained than it was when EIR No. 374 was certified. As previously shown on Figure 2-3, the Project site is surrounded by residential development to the west, north, and east, with an improved roadway (Benton Road) to the south. Furthermore, the Project site does not occur within any MSHCP-identified habitat linkages or corridors. The MSHCP is intended, in part, to facilitate wildlife movement regionally throughout western Riverside County and the Project is fully consistent with the MSHCP requirements that apply to the Project site. As such, impacts to wildlife movement and wildlife nursery sites would be less than significant. Therefore, implementation of the Project would not result in any new impacts not

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already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374. (GLA, 2019, pp. 43-44)

- e) **Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

EIR No. 374 Finding: EIR No. 374 determined that the conversion of 2.5 acres of wetland/willow riparian woodland habitat on the project site would result in a significant biological impact due to the limited nature of wetland habitat in southern California. As such, EIR No. 374 determined that impacts to riparian habitat would be significant and unavoidable. (Riverside County, 1997, p. V-218)

No Substantial Change from Previous Analysis: As previously indicated in Table 2-2, the Project contains the following vegetation/land use types: Agriculture and Developed/Disturbed. Neither of these vegetation/land use types are associated with drainages, and thus neither comprises riparian habitat. Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS, and impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374. (GLA, 2019, pp. 42-43)

- f) **Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

EIR No. 374 Finding: EIR No. 374 did not identify any impacts to federally-protected wetlands as defined by Section 404 of the Clean Water Act.

No Substantial Change from Previous Analysis: As previously indicated in Table 2-2, the Project contains the following vegetation/land use types: Agriculture and Developed/Disturbed. Neither of these vegetation/land use types are associated with wetlands. The Project site does not contain any jurisdictional features or State- or federally-protected wetlands that would be subject to regulation under the Corps, Regional Board, or CDFW. Therefore, the Project would not impact jurisdictional waters or wetlands and a Corps CWA Section 404 Permit, a Regional Board CWA Section 401 Water Quality Certification or CWC Section 13260 Waste Discharge Order, and a CDFW Section 1602 Streambed Alteration Agreement would not be required. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374. (GLA, 2019, pp. 42-43)

- g) **Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

EIR No. 374 Finding: EIR No. 374 did not identify any impacts due to a conflict with local policies or ordinances protecting biological resources.

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No Substantial Change from Previous Analysis: Aside from the MSHCP (which is addressed above under Threshold a), the only local policy/ordinance protecting biological resources within the Project area is the Riverside County Oak Tree Management Guidelines, which requires surveys of individual trees and the minimization and/or avoidance of oak trees where feasible. The Project would result in changes to the distribution of land uses within the Planning Areas subject to the Project and would not include any new areas of impact that were not considered as a part of EIR No. 374. Under existing conditions, the Project site consists of agricultural and disturbed habitat types, and does not contain any oak trees subject to the Oak Tree Management Guidelines. As such, the Project has no potential to conflict with the Oak Tree Management Guidelines. There are no other ordinances or policies addressing biological resources that apply to the Project. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374. (GLA, 2019, p. 44)

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to biological resources. Mitigation Measures MM C.9-1 and MM C.11-2, listed below, would continue to apply to the Project and would be enforced as part of the Project's conditions of approval. While EIR No. 374 included Mitigation Measure MM C.11-1, which required obtaining Wildlife Agencies permits for impacts to wetland/willow riparian habitat, wetland/willow riparian habitat is not located within the Project boundaries; thus, Mitigation Measure MM C.11-1 is not applicable to the Project. Additionally, although impacts to the burrowing owl are anticipated to be less than significant, Mitigation Measure MM C.11-3 has been added to reflect the County's standard conditions of approval for the burrowing owl and to ensure appropriate measures are taken in the event the site becomes occupied by burrowing owls prior to Project construction. Furthermore, although impacts to nesting birds would be less than significant, Mitigation Measure MM C.11-4 was added to enforce the County's standard conditions of approval requiring pre-construction nesting surveys during the breeding season and to ensure the Project complies with the Migratory Bird Treaty Act (MBTA) and State law by avoiding impacts to nesting birds. None of these changes to the following mitigation measures are the result of the Project causing a new or increased significant impact not already identified and analyzed in EIR No. 374, and the new measures merely reflect the County's standard conditions of approval for the burrowing owl and to ensure compliance with the MBTA.

MM C.9-1 The Winchester 1800 Specific Plan includes detailed landscaping design standards intended to mitigate the impact of the proposed project on existing off-site land uses. In addition, a General Plan Amendment is proposed to bring the project into conformance with SWAP and with the Open Space and Conservation Map of the General Plan. No additional mitigation measures are proposed for the loss of open space which would occur as a result of project development.

MM C.11-2 As the Stephen's Kangaroo Rat is on the Federally Endangered Species list, project development will require a Section IO(a) permit from the U.S. Fish and Wildlife Service allowing incidental take of the species. Also, the project is located within the County's KRat mitigation boundaries and will be required to participate in the County's Interim Mitigation Plan, requiring payment of \$1,950 per acre of land developed within SKR range. As required by the Habitat Conservation Plan, these funds will be utilized

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for acquisition of replacement habitat to compensate for the on-site loss of this endangered species. The Section 10(A) permit which allows the "incidental taking" of this species is subject to the six-month allocation of available habitat. In order to receive this allocation, the project shall comply with all aspects of the Habitat Conservation Plan, the Section 10(A) permit and the County of Riverside's Allocation of Take policy. This mitigation will not eliminate the significant adverse impact upon the identified Stephens' Kangaroo Rat habitat on-site but has been deemed to be a sufficient mitigation measure relative to the incidental taking of the species by the County of Riverside, the U.S. Fish and Wildlife Service and the State of California, Department of Fish and Game.

MM C.11-3 Pursuant to MSHCP Objective 6 and Objective 7, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. If it is determined that the Project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) shall occur following accepted protocols, subject to approval of the Regional Conservation Authority and the Wildlife Agencies. Occupation of this species on the Project site may result in the need to revise grading plans so that take of "active" nests is avoided or alternatively, a grading permit may be issued once the species has been actively relocated. If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

MM C.11.4 As feasible, vegetation clearing should be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including discing, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

5.1.5 Cultural Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
8. Historic Resources				
a. Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project alter or destroy an historic site?**
- b) **Would the Project cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?**

EIR No. 374 Finding: EIR No. 374 documented that cultural resource surveys occurred within the Winchester 1800 SP area in 1990. The results of the analysis determined that no federal or State significant historical resources were located within the Winchester 1800 SP site. Therefore, EIR No. 374 concluded that potential impacts to historic resources were not expected and that impacts would be less than significant. (Riverside County, 1997, pp. V-123 through V-129)

No Substantial Change from Previous Analysis: A Phase I Cultural Resources Report was prepared for the Project by Brian F. Smith and Associates (BFSA) (BFSA, 2019). The Cultural Resources Report included a records search for the Project site and an intensive survey of the Project site. The search entailed the review of all previously-recorded historic sites on or within a one-mile radius of the Project site. In addition, the National Register of Historic Places (NRHP), California Register of Historical Resources, California Historical Landmarks, California Points of Historical Interest, and the California Directory of Properties were reviewed to identify historic properties.

The records search conducted for the Phase I Cultural Resources Assessment identified one historic resource within the Project boundaries: Site P-33-007795, which is a historic residence located at 31980 Benton Road, associated foundational remains, cistern, and a highly disturbed trash scatter. The single-family residence was constructed in 1911 by Robert and Bert Cummins as a Craftsman-style single-family residence. The northern portion of the residence was expanded and modified between 1911 and 1938 and a majority of the windows were replaced with aluminum-framed sash windows at an unknown date. The resource was recorded by 1983 by the Riverside County Historical Commission, recommended for preservation in 1994, and evaluated for significance under NHRP and CEQA criteria in 2012. However, the 1994 study did not evaluate the resource as significant under any significance criteria, and the 2012 evaluation, provided in a site record form update, was abbreviated. As part of the current study, BFSA expanded on the evaluation in order to confirm that the structure was not a CEQA-significant historical resource, which was conducted in accordance with County of Riverside guidelines and site evaluation protocols. (BFSA, 2019, p. 4.0-31)

The foundation remains and the cistern observed during the survey were not evaluated for significance as they retain little to no original integrity due to the demolition of their associated structures. The highly dispersed scatter of historic artifacts is characterized as debris associated with the occupation of the residence since 1911; however, the scattered materials were not associated with any particular feature, trash deposit, or any concentration of materials, and therefore, no further archaeological study was warranted other than to note various fragments of glass and ceramics in the general area of the residence and associated structures. (BFSA, 2019, p. 1.0-2)

BFSA evaluated the residence based on California Register of Historical Resources (CRHR) criteria to measure the significance of the resource. BFSA determined that although the building features some of the elements attributed to the Craftsman style, the structure does not exhibit those elements that are

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associated with high-style examples such as the incorporation of natural materials such as cobblestones, clinker brick, wood shingles, and boulders. In addition, the structure does not feature any landscaping, other than two mature date palms, which could be perceived as blurring the line between the natural landscape and the building itself. Additionally, BFSa concluded that the 31980 Benton Road building only meets one category of the integrity analysis: location. The 31980 Benton Road building does not retain integrity of setting, materials, design, workmanship, feeling, or association due to extensive remodeling/modifications and a lack of association with any significant persons or events. Due to the lack of association with any significant persons or events and the large number of alterations the structure has undergone, BFSa concluded that P-33-007795 does not comprise a historically significant resources and is not eligible for listing on the CRHR. Accordingly, the Project would not alter or destroy a historic resource and would not result in a substantial adverse change in the significance of a historical resource as defined in California Code of Reg Section 15064.5, and impacts would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374. (BFSa, 2019, pp. 4.0-40 - 4.0-45; 5.0-1)

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
9. Archaeological Resources				
a. Alter or destroy an archeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archeological resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the Project alter or destroy an archeological site?**
- b) **Would the Project cause a substantial adverse change in the significance of an archeological resource as defined in California Code of Regulations, Section 15064.5?**

EIR No. 374 Finding: EIR No. 374 disclosed that eight archaeological sites existed within the Winchester 1800 SP boundaries. EIR No. 374 identified mitigation measures to reduce potential impacts to archaeological sites and associated resources. EIR No. 374 noted that given the possibility of discovering subsurface resources during grading activities, mitigation requiring archeological monitoring during grading activities would be required. Impacts were determined to be less than significant with mitigation incorporated. (Riverside County, 1997, pp. V-129)

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No Substantial Change from Previous Analysis: A Phase I Cultural Resources Report was prepared for the Project by BFSa (BFSa, 2019). The Cultural Resources Report included a records search for the Project site and an intensive survey of the Project site. The search entailed the review of all previously recorded archeological sites on or within a one-mile radius of the Project site. The intent of the survey was to identify all potentially significant cultural resources situated within the boundaries of the Project site. The results of the records search and field survey did not identify any archeological resources within the Project site. (BFSa, 2019, pp. 4.0-1 - 4.0-2)

The records search and field survey did not indicate the presence of any prehistoric archaeological resources within the Project site. Impacts would be less than significant. Although no known significant archaeological resource sites would be impacted by the Project, consistent with the findings of EIR No. 374, there is a possibility that archaeological resources may be present beneath the site's subsurface, and may be impacted by future ground-disturbing construction activities associated with the Project. Due to the potential to discover elements of the prehistoric use of the area within the Project boundaries, a potentially significant impact to subsurface prehistoric resources was identified by EIR No. 374, and has the potential to occur with implementation of the Project. As such, mitigation would be required. (BFSa, 2019, p. 5.0-1)

Implementation of Mitigation Measure MM C.15-9, which has been modified to reflect the County's standard condition of approval for archaeological monitoring, would ensure any prehistoric archaeological resources that may be uncovered during grading, trenching, or other ground-disturbing activities are appropriately recorded and treated, which is actually more protective of the environment than the original mitigation measure. Implementation of the required mitigation would reduce the Project's potential impacts to subsurface prehistoric resources to less-than-significant levels. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374. (BFSa, 2019, p. 5.0-1)

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

EIR No. 374 Finding: Although EIR No. 374 did not address this subject, EIR No. 374 contained enough information about existing conditions and existing archeological resources on the Winchester 1800 SP site that with the exercise of reasonable diligence, information about Winchester 1800 SP's potential effect to disturb any human remains was readily available to the public. EIR No. 374 did not evaluate impacts to human remains.

No Substantial Change from Previous Analysis: The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. In the event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq. California Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner

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has made the necessary findings as to origin. Pursuant to California Public Resources Code § 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Assuming mandatory compliance with State law, implementation of the Project would not result in any adverse impacts to any human remains. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to cultural resources. One of these measures, Mitigation Measure MM C.15-9, listed below, would continue to apply to the Project and would be enforced as part of the Project’s conditions of approval. It should be noted that Mitigation Measure MM C.15-9 has been updated to reflect the County’s standard condition of approval for the discovery of previously unidentified cultural resources, and was not modified as the result of the Project causing any new or increased significant impacts. Additionally, while EIR No. 374 included Mitigation Measure MM C.15-1 through MM C.15-8, which required site relocation and impact assessment verification of specific cultural resources, the resources subject to these mitigation measures are not located within the Project boundaries; thus, Mitigation Measures MM C.15-1 through MM C.15-8 are not applicable to the Project.

MM C.15-9 ~~In addition to the existing archaeological sites, potential materials could be encountered during grading activities. Should this event occur, a qualified archaeologist shall be contacted to evaluate the resource's significance, and, if necessary, develop a mitigation plan prior to further grading. Prior to issuance of a grading permit, the Project Applicant shall provide written verification in the form of a letter from the Project Archaeologist to the Lead Agency stating that a certified archaeologist has been retained to implement the monitoring program. The Project Applicant shall provide Native American monitoring during grading. The Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials. The Certified Archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program. During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on-site, as determined by the Consulting Archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Consulting Archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be more or less than anticipated. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed. Should any previously unidentified cultural resources be discovered, the Archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The Archaeologist shall contact the Lead Agency at the time~~

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of discovery. The Archaeologist, in consultation with the Lead Agency, shall determine the significance of the discovered resources. The Lead Agency must concur with the evaluation before construction activities will be allowed to resume in the affected area.

For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the Consulting Archaeologist and approved by the Lead Agency before being carried out using professional archaeological methods.

If any human bones are discovered, the County Coroner and Lead Agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains.

Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the Lead Agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.

5.1.6 Energy

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
10. Energy Impacts				
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**
- b) **Would the Project conflict with a State or Local plan for renewable energy or energy conservation?**

EIR No. 374 Finding: EIR No. 374 indicated that development of the Winchester 1800 SP site would increase energy consumption as compared to existing uses on-site; however, the energy consumption levels associated with the Winchester 1800 SP project were not expected to exceed typical requirements for similar urban development. EIR No. 374 included mitigation measures such as encouraging use of solar heating techniques and adherence to Title 24 building requirements, in order to reduce energy impacts to less than significant. As such, EIR No. 374 concluded that energy impacts would be less than significant with mitigation incorporated. (Riverside County, 1997, pp. V-120 - V-121)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 374, the Project would increase energy consumption as compared to existing uses on-site. The Project's energy consumption during construction and operation of the Project is discussed below.

Project construction would represent a "single-event" electric energy and fuel demand and would not require on-going or permanent commitment of energy or diesel fuel resources for this purpose. The amount of energy (i.e., electricity and natural gas) expected to be consumed during Project construction is typical for a construction project at the Project's scale. Further, the Project's energy demand can be accommodated within the context of available resources and energy delivery systems in the Project area. Construction of the Project would result in the consumption of approximately 150,177 gallons of fuel. Project construction equipment would conform to applicable SCAQMD regulations which act to promote equipment fuel efficiencies. (Vista Environmental, 2019a, pp. 3-6) As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

During Project operation, energy would be consumed for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment, and vehicle trips. The Project's estimated operational electricity, natural gas, and transportation fuels demand is discussed below.

The Project's anticipated annual operational electricity demand is calculated to be 330,290 kWh/year. It should be noted that consistent with the mitigation contained in EIR No. 374, the Project would be required to meet the 2019 Title 24, Part 6 building energy efficiency standards that have been developed to meet the State's goal of zero-net-energy use for new homes. The zero net energy use will be achieved through a variety of measures to make new homes more energy efficient and by also requiring installation of photovoltaic systems of adequate size to generate enough electricity to meet the zero-net energy use standard. The size of the PV system required for the Project pursuant to the 2019 Title 24 standards was calculated in the Project's Air Quality Analysis (*Technical Appendix A*), which found that the Project would

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need to install at least 379.7 Kilowatts of photovoltaic panels within the Project. The results of the CalEEMod outputs demonstrate that with implementation of the 2019 Title 24 Part 6 standards, the Project would continue to utilize a nominal amount of power. It should be noted that the electricity usage and emission rates utilized by the CalEEMod model are based on regional average usage rates for existing homes, which were not all built to the most current Title 24 Part 6, standards; thus, the CalEEMod model provides a conservative or worst-case analysis of electricity use from the Project. Therefore, it is anticipated the Project would be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand. Thus, impacts to electricity energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required. (Vista Environmental, 2019a, p. 7)

The Project's anticipated annual operational natural gas demand is calculated to be 4,187,000 k/BTU. The Project also would be required to comply with all federal, State, and County requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the Project would be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the Project's natural gas demand. Thus, impacts to natural energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required. (Vista Environmental, 2019a, p. 7)

The Project's anticipated annual operational fuel demand is calculated to be 190,583 gallons. The trips generated by the Project and the miles traveled by those trips (vehicle miles traveled, VMT) are consistent with other residential uses in the Inland Empire of similar scale and configuration and would not result in excessive and wasteful vehicle trips and VMT or associated excess and wasteful vehicle energy consumption. Furthermore, it should be noted that, the Project would comply with all federal, State, and County requirements related to the consumption of transportation energy that includes California Code of Regulations Title 24, Part 10 California Green Building Standards that require all new homes to include a dedicated circuit in the garage to be utilized for electric car charging. Therefore, it is anticipated the Project would be designed and built to minimize transportation energy through the promotion of the use of electric-powered vehicles and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the Project's demand. Thus, impacts to transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required. (Vista Environmental, 2019a, p. 7)

Project Consistency with Energy Conservation Plans and Regulations

Under existing conditions, there are no adopted state or local plans for renewable energy or energy efficiency in the Project area. Thus, the Project would have no potential to conflict with such plans, and no impact would occur. Additionally, and as discussed below, the Project would be consistent with or otherwise would not conflict with policies and requirements related to energy conservation.

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Project Consistency with Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991: The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because no intermodal facilities are planned on or through the Project site.

Project Consistency with the Transportation Equity Act for the 21st Century (TEA-21): The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

The Project site is located along major transportation corridors with proximate access Highway 79 and to the Interstate freeway system via I-215. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. This is because the Project site is located within an area already served with roadway and utilities infrastructure and the Project site is located in an area surrounded by existing and planned residential development. As such, the Project supports the strong planning processes emphasized under TEA-21 by taking advantage of the regional and proximate transportation infrastructure. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Project Consistency with the California Integrated Energy Policy Report (Senate Bill 1389): Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301a)). The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

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The 2016 Integrated Energy Policy Report (2016 IEPR) was published in February 2017, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2016 IEPR focuses on a variety of topics such as including the environmental performance of the electricity generation system, landscape-scale planning, the response to the gas leak at the Aliso Canyon natural gas storage facility, transportation fuel supply reliability issues, updates on Southern California electricity reliability, methane leakage, climate adaptation activities for the energy sector, climate and sea level rise scenarios, and the California Energy Demand Forecast.

Electricity would be provided to the Project by Southern California Edison (SCE). SCE's Clean Power and Electrification Pathway (CPEP) white paper is an integrated approach to reduce GHG emissions and air pollution by taking action in three California economic sectors: electricity, transportation and buildings. It builds on existing state programs and policies, and uses a combination of measures to produce the most cost-effective and feasible path forward among the options studied. By 2030, it calls for: 1) an electric grid supplied by 80 percent carbon-free energy; 2) more than 7 million electric vehicles on California roads; and 3) using electricity to power nearly one-third of space and water heaters, in increasingly energy-efficient buildings. These electrified technologies will use zero-emission resources like solar and wind to provide most of their power, and can in turn support the electric grid by balancing electricity demand with supply. Because all power supplied to the Project by SCE would be subject to the energy conservation and renewable energy requirements of the CPEP, the Project is inherently consistent with, would not otherwise interfere with, and would not obstruct implementation of, the goals presented in the 2016 IEPR. (SCE, 2017)

Project Consistency with State Energy Plan: The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

The Project site is located along major transportation corridors with proximate access Highway 79 and I-215. The Project also would provide pedestrian infrastructure to discourage vehicular travel by accommodating 5-foot wide meandering sidewalks along the Project's frontage with Benton Road and Pourroy Road and a 6-foot wide curb-adjacent sidewalk along the Project's frontage with San Remo. The Project also would promote land use compatibility through the development of residential uses in close proximity to similarly planned uses, including residential uses proposed throughout the Winchester 1800 SP area as well as existing and planned residential uses located south of Benton Road. The Project therefore supports the urban design principles identified under the State of California Energy Plan and is thus consistent with or would not otherwise interfere with implementation of the State of California Energy Plan.

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Project Consistency with California Code Title 24, Part 6 (California Energy Code): California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

The CEC indicates that the 2019 Title 24 standards will require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, update indoor and outdoor lighting for nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7 percent less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will about 53 percent less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30 percent less energy due to lighting upgrades.

By the time the Project is constructed in 2021 the Project would be subject to the updated 2019 Title 24 standards. Compliance with the applicable Title 24 requirements is enforced through Chapter 15.12 of the County's Municipal Code. Thus, Project consistency with Title 24 requirements would occur as part of the County's future review of building permit applications. Furthermore, the Project would comply with EIR No. 374 Mitigation Measure MM C.13-2, which requires compliance with the applicable Title 24 standards. As such, the Project is consistent with, would not interfere with, and would not obstruct implementation of Title 24.

Project Consistency with Pavley Fuel Efficiency Standards (AB 1493): AB 1493 is applicable to the Project because model year 2009-2016 passenger cars and light duty truck vehicles traveling to and from the Project site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project would not interfere with or otherwise obstruct implementation of AB 1493.

Project Consistency with California Renewable Portfolio Standards (SB 1078): Energy directly or indirectly supplied to the Project by electric corporations is required by law to comply with SB 1078. Thus, the Project would be consistent with SB 1078.

Project Consistency with the Riverside County General Plan Energy Policies: The applicable local energy plan for the Project is the *County of Riverside General Plan 2035*. The Project's consistency with the applicable energy-related policies in the General Plan are shown in Table 5-6, *Project Compliance with Applicable General Plan Energy Policies*. As shown in Table 5-6, the Project would be consistent with all applicable energy-related policies from the General Plan.

Table 5-6 Project Compliance with Applicable General Plan Energy Policies

Policy No.	General Plan Policy	Proposed Project Implementation Actions
AQ 4.4	Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.	Consistent. The proposed single-family homes would be designed to meet the new 2019 Title 24 Part 6 and Title 24 Part 11 building standards.
AQ 5.4	Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	Consistent. The Project has been designed to incorporate energy-efficient design elements that include site orientation and the use of shade trees to reduce fuel consumption.
AQ 20.7	Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities. (AI 47, 53, 117, 146)	Consistent. The Project consists of development of small lot single-family homes, which provide for increased densities in a developed area, where the nearest shopping center is located within a mile to the west, the nearest school is located 0.3 mile to the southeast and the nearest public park is located 425 feet to the north.
AQ 20.8	Reduce VMT by increasing options for non-vehicular access through urban design principles that promote higher residential densities with easily accessible parks and recreation opportunities nearby. (AI 115, 117, 146)	Consistent. The Project would include installation of sidewalks on onsite roads as well as onto the portions of San Remo, Pourroy Road, and Benton Road that the Project site is adjacent to. As detailed above, the project consists of small lot single-family homes that provide higher densities in close proximity to a public park.
AQ 20.9	Reduce urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations, and to maximize protection of open space. (AI 26)	Consistent. The Project is an infill development in a planned community that was designed to include development on the Project site. As such the infrastructure in the vicinity of the Project site was designed of adequate size to support the Project and only minimal offsite improvements to infrastructure would be required as a result of development of the Project.
AQ 20.10	Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. (AI 147)	Consistent. The Project has been designed to incorporate energy-efficient design elements that include solar orientation and shading.
AQ 20.11	Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment. (AI 147)	Consistent. The proposed single-family homes would be designed to meet the new 2019 Title 24 Part 6 and Title 24 Part 11 building standards that require the installation of energy efficient lights, appliances, and ventilation systems as well as the installation of low-flow fixtures and use of water efficient irrigation systems.
AQ 20.18	Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.). (AI 147)	Consistent. The proposed single-family homes would be designed to meet the new 2019 Title 24 Part 6 building standards that require the installation of a minimum of 379.7 kilowatts of photovoltaic solar panels onto the proposed homes.

Source: County of Riverside, 2015.
(Vista Environmental, 2019a, Table Q)

Conclusion

Based on the preceding analysis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Additionally, the Project would not conflict with any adopted state or local plans

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for renewable energy or energy efficiency. Impacts due to the Project’s energy demands would be less than significant. Implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to energy. These measures, which are listed below, would continue to apply to the Project and would be enforced as part of the Project’s conditions of approval.

MM C.13-1 Passive solar heating techniques will be encouraged whenever possible within the project. Passive systems involve orienting buildings properly, planting trees to take advantage of the sun, seeing that roof overhangs are adequate, making sure that walls are properly insulated and installing simple heat storage systems. The depth of roof overhangs shall be determined by the building architect at a future date, per Section IV.B.5, Roof Forms and Material. Per Section IV.C.2, Dwelling Unit Plotting Concepts, all single-family neighborhoods shall provide landscaping in a manner that aids in passive solar energy techniques, thus minimizing heating and cooling needs.

MM C.13-2 The following State laws relative to heating and cooling airspace as well as restrictions set for plumbing fixtures will be adhered to: Building energy conservation will largely be achieved by compliance with Title 20 and 24 of the California Administrative Code. Title 24, California Administrative Code Section 2-5307(b) is the California Energy Conservation Standard for New Buildings which prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards. Title 24, California Administrative Code Sections 2-5452(i) and (j) address pipe installation requirements which can reduce water used before hot water reaches equipment or fixtures. Title 20, California Administrative Code Sections 1604(f) and 1606(b) are Appliance Efficiency Standards that set the maximum flow rate of all plumbing fixtures and prohibit the sale of non-conforming fixtures.

5.1.7 Geology and Soils

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
II. Alquist-Priolo Earthquake Fault Zone or County Fault Hazards Zones				
a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
the State Geologist for the area or based on other substantial evidence of a known fault?				

- a) **Would the Project be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

EIR No. 374 Finding: EIR No. 374 determined that SP 286 was not located within any Alquist-Priolo Fault Zones but was located approximately five miles northeast of the Elsinore Fault Zone, and 12.0 miles southwest of the San Jacinto Fault Zone. EIR No. 374 concluded that the probability of strong ground shaking on-site in response to an earthquake was high. Therefore, EIR No. 374 identified mitigation measures to ensure that impacts associated with fault hazards would be less than significant with mitigation incorporated. (Riverside County, 1997, pp. V-19)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 374, the Project’s site-specific geotechnical evaluation (*Technical Appendix E*) indicates that the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned faults to the site are the Elsinore and San Jacinto fault zones, located approximately 5.8 miles southwest and 14.5 miles northeast of the site, respectively. (GeoTek, 2018, p. 5) Accordingly, there is no potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death associated with earthquake fault zones. Furthermore, the Project would be subject to Mitigation Measures MM C.1-1 and MM C.1-2 identified in EIR No. 374, which would ensure the mandatory adherence to Uniform Building Code (which has been replaced by the California Building Code, “CBC”) and County ordinance requirements. The CBC includes more stringent requirements related to seismic design as compared to the Uniform Building Code that was in effect when EIR No. 374 was certified. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
12. Liquefaction Potential Zone				
a. Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the Project be subject to seismic-related ground failure, including liquefaction?**

EIR No. 374 Finding: EIR No. 374 determined that the site may be subject to moderate liquefaction. However, EIR No. 374 determined that with incorporation of Mitigation Measure MM C.1-3, potential impacts associated with liquefaction would be less than significant. (Riverside County, 1997, pp. V-20)

No Substantial Change from Previous Analysis: According to the County of Riverside GIS database, the Project site is located in an area with low liquefaction potential (RCIT, 2020). The Project’s site-specific geotechnical investigation (*Technical Appendix E*) determined that based on characteristics of the soils, on-site soils are not considered to be potentially susceptible to soil liquefaction due to their dense to very dense nature below the estimated historic-high groundwater level of 30 feet below existing grade (GeoTek, 2018, pp. 6-7, Appendix A). Furthermore, the Project Applicant would be required to comply with the recommendations of the site-specific geotechnical evaluation (*Technical Appendix E*) and the mitigation measure identified in EIR No, 374, which would further ensure that impacts due to liquefaction hazards would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
13. Ground-shaking Zone				
a. Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the Project be subject to strong seismic ground shaking?**

EIR No. 374 Finding: EIR No. 374 determined that the Winchester 1800 SP was not located within any Alquist-Priolo Fault Zones but was located approximately five miles northeast of the Elsinore Fault Zone, and 12.0 miles southwest of the San Jacinto Fault Zone. The EIR concluded that the probability of strong

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ground shaking on-site in response to an earthquake was high. Therefore, the EIR identified Mitigation Measures MM C.1-1 and MM C.1-2 to reduce impacts associated with ground shaking to below a level of significance. (Riverside County, 1997, pp. V-19)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 374, the Project’s site-specific geotechnical evaluation (*Technical Appendix E*) indicates that the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned faults to the site are the Elsinore and San Jacinto fault zones, located approximately 5.8 miles southwest and 14.5 miles northeast of the site, respectively. (GeoTek, 2018, p. 5) However, the site is subject to strong ground motions caused by earthquakes along nearby fault zones and other active regional faults. Section 1613 of the 2019 California Building Code (CBC) identifies design features required to be implemented to resist the effects of seismic ground motions. With mandatory compliance to the 2019 CBC requirements, or the applicable building code at the time of Project construction, structures and persons on the Project site would not be exposed to substantial adverse ground-shaking effects. Accordingly, and consistent with the findings of EIR No. 374, impacts associated with strong seismic ground shaking would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
14. Landslide Risk a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?**

EIR No. 374 Finding: EIR No. 374 determined that secondary seismic-related impacts such as ground rupture, shallow ground cracking, and landsliding were not anticipated to occur on the Winchester 1800 SP area. Therefore, EIR No. 374 did not identify any impacts associated with landslide risk. (Riverside County, 1997, pp. V-21)

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No Substantial Change from Previous Analysis: The Project's site-specific geotechnical investigation (*Technical Appendix E*) indicates there is no evidence of ancient landslides or slope instability on the Project site (GeoTek, 2018, p. 7). The areas surrounding the Project site are relatively flat, and have no hillsides that may have the potential for landslide or rockfall hazards. The Project Applicant proposes construction of a retaining wall with a varying height of approximately 0.9 to 2.1 feet specifically along: 1) the western boundaries of Lots 135 through 141; and 2) the eastern boundaries of Lots 9 through 14. The Project Applicant also proposes a retaining wall with a varying height of approximately 0.2 to 0.6 feet along the western boundaries of Lots 74 through 75, a retaining wall with a varying height of approximately 1.2 to 3.3 feet along the northern Project boundary, a retaining wall with an approximate height of 1.8 feet along the eastern boundary of Lot 26, and a retaining wall with an approximate height of 2.7 feet along the western boundary of Lot 35. The Project would also include removing and replacing the existing block wall along the Project's western boundary along Lots 36 and 37. Minor areas of manufactured slopes would occur between individual residential lots, along street frontages, and within the proposed water quality/detention basins, but these slopes would not exceed a height of 10 feet (most slopes would be less than 1 foot in height) and would be constructed at a gradient of 2:1 or flatter. The on-site retaining walls would be constructed in accordance with the site-specific recommendations contained within the geotechnical report for the Project site (GeoTek, 2018, pp. 8-16). Mandatory compliance with the recommendations contained within the Project's geotechnical report would ensure that the proposed retaining walls are engineered and constructed to maximize stability and preclude safety hazards to on- and off-site areas. As such, the Project has no potential to cause or be affected by landslide or rockfall hazards, and impacts would be less than significant.

The geotechnical report prepared for the Project site also evaluates the potential for collapse and lateral spreading hazards on-site, and identifies site-specific recommendations to preclude collapse or lateral spreading hazards that could adversely affect future buildings on-site. The Project Applicant would be required to comply with the site-specific recommendations of the geotechnical report, which would reduce potential impacts associated with collapse and lateral spreading hazards to less-than-significant levels. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
15. Ground Subsidence				
a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?**

EIR No. 374 Finding: Although this issue was not evaluated in EIR No. 374, EIR No. 374 contained enough information about the Winchester 1800’s geologic unit and soils that with the exercise of reasonable diligence, information about the Winchester 1800 SP’s potential impacts due to being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence was readily available to the public. No impacts due to ground subsidence were identified by EIR No. 374.

No Substantial Change from Previous Analysis: According to Riverside County GIS, the Project site is located within an area that is susceptible to subsidence (RCIT, 2020). However, the Project Applicant would be required to comply with the recommendations of the site-specific geotechnical study (*Technical Appendix E*) and the 2019 CBC, which would ensure that the building foundations would be designed to preclude any impacts related to ground subsidence. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
16. Other Geologic Hazards				
a. Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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a) Would the Project be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

EIR No. 374 Finding: EIR No. 374 noted that portions of the Winchester 1800 SP area may be subject to seismically induced flooding and seiches caused by failure of Lake Skinner Dam. Location of the areas within the Lake Skinner Dam Inundation Area could expose future residents to flooding in the event of a seismic event. The EIR identified Mitigation Measure MM C.4-1 to reduce impacts related to flooding by requiring notification to future property owners and coordination with emergency management agencies to ensure public safety in the event of a seiche. EIR No. 374 concluded that with incorporation of mitigation, impacts due to seiches would be less than significant. EIR No. 374 did not identify any impacts associated with mudflow or volcanic hazards. (Riverside County, 1997, pp. V-21)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 374 was certified, there are no active volcanoes in the Project region. Additionally, the Project vicinity consists of relatively flat topography, and there are no hillsides in the area that could subject the Project site to mudflow hazards. As mentioned in Threshold 14(a), the proposed retaining walls would be designed to maximize stability and preclude safety hazards to on- and off-site areas. With respect to seiches, the nearest body of water to the Project site is the Lake Skinner Dam, located approximately 1.7 miles east of the site. According to Riverside County Environmental Impact Report No. 521, the Project site is located within the Lake Skinner Dam Inundation Area (Riverside County, 2015c, Figure 4.11-2). However, impacts associated with the Lake Skinner Dam Inundation Area within the Winchester 1800 SP area was previously anticipated and disclosed in EIR No. 374. Furthermore, the Project would be subject to the mitigation measure identified in EIR No. 374, which would ensure public safety for affected future property owners and would reduce impacts to less-than-significant levels. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
17. Slopes				
a. Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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a) Would the Project change topography or ground surface relief features?

EIR No. 374 Finding: EIR No. 374 determined that grading of the site would be tailored to existing topography and would be sensitive to natural landforms where practical. However, the EIR noted that development of the Winchester 1800 SP project would create artificial cuts and fills to accommodate structures and roads. EIR No. 374 identified slopes and erosion mitigation measures to ensure that impacts associated with topographical changes would be less than significant. (Riverside County, 1997, pp. V-29)

No Substantial Change from Previous Analysis: Due to the relatively flat nature of the Project site there are no prominent slopes on the Project site. As mentioned in Threshold 14(a) above, the Project Applicant proposes to construct retaining walls up to three feet in height on the Project site. The retaining walls are required to be engineered for long-term stability and would be constructed in accordance with the site-specific recommendations contained within the geotechnical report for the Project site (refer to *Technical Appendix E*). As such, development of the Project would not dramatically change the topography or ground surface relief features. Furthermore, the Project would be subject to the mitigation measures identified in EIR No. 374, which would ensure any topographical changes due to the Project would be reduced to less-than-significant levels. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

b) Would the Project create cut or fill slopes greater than 2:1 or higher than 10 feet?

EIR No. 374 Finding: EIR No. 374 determined that most cut and fill slopes associated with the Winchester 1800 SP project would be designed in accordance with County of Riverside standards (ensuring that slopes would be no steeper than 2:1 or taller than ten feet in height). However, EIR No. 374 indicated that slopes in portions of SP 286 would require slopes steeper than 2:1 or taller than 10 feet in height. To ensure the safety of such slopes, EIR No. 374 identified Mitigation Measures MM C.2-4 through MM C.2-7, which require detailed landscape plans and a soils report demonstrating the safety of any cut or fill slopes greater than 2:1 or higher than 10 feet. Therefore, EIR No. 374 determined that with mitigation, impacts associated with slopes would be less than significant. (Riverside County, 1997, pp. V-29)

No Substantial Change from Previous Analysis: The Preliminary Grading Plan for the Project site (dated August 9, 2019) by Huitt-Zollars, Inc., indicates that slopes on the Project site would be no steeper than 2:1 or taller than 10 feet in height. As such, the Project would not create cut or fill slopes greater than 2:1 or higher than 10 feet, and no impact would occur. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

c) Would the Project result in grading that affects or negates subsurface sewage disposal systems?

EIR No. 374 Finding: EIR No. 374 indicated that septic systems were not located on the Winchester 1800 SP site. Therefore, EIR No. 374 concluded that it is not expected that site grading would impact subsurface sewage systems. As a result, EIR No. 374 concluded that impacts to subsurface sewage disposal systems would not occur.

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No Substantial Change from Previous Analysis: The Project would not result in grading that affects or negates subsurface sewage disposal systems. The Project site contains two septic systems under existing conditions. The two septic systems on-site would be closed in accordance with County regulations and requirements. With implementation of the Project, sewer service to the Project site would be provided by the EMWD via proposed sewer lines beneath Pourroy Road and Benton Road. Accordingly, no impact to subsurface sewage disposal systems would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
18. Soils				
a. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project result in substantial soil erosion or the loss of topsoil?

EIR No. 374 Finding: EIR No. 374 determined grading of the Winchester 1800 SP site would somewhat reshape natural contours and slightly increase the erosion potential of the Winchester 1800 SP site. The EIR noted however, that erosion on-site could be easily mitigated by proper engineering techniques. As such, the EIR identified mitigation measures to ensure that impacts associated with soil erosion on site would be less than significant. (Riverside County, 1997, pp. V-29)

No Substantial Change from Previous Analysis: The Project has the potential to result in substantial soil erosion or loss of topsoil during both construction and long-term operation. Each is discussed below.

Construction-Related Activities

Consistent with the information disclosed in EIR No. 374, proposed grading activities associated with the Project would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events

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or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, during grading and other construction activities involving soil exposure or the transport of earth materials, Chapter 15.12 (Uniform Building Code) of the Riverside County Municipal Code would apply, which establishes, in part, requirements for the control of dust and erosion during construction. As part of the requirements of Chapter 15.12, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phases to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Mandatory compliance with the Project's NPDES permit and applicable regulatory requirements would ensure that water and wind erosion impacts would be less than significant.

Long-Term Operational Activities

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from stormwater discharged from the property. All flows entering the on-site storm drainage system would be directed toward the water quality detention basins planned in the northwestern and south-central portion of the site via catch basins and subsurface storm drain pipes. Following treatment of these flows within the water quality detention basins, flows would be conveyed to proposed storm drains that would convey runoff southwesterly towards an existing Riverside County Flood Control (RCFC) basin within Benton Road, which connects to an existing storm drain within Benton Road. On-site drainage would largely mimic existing conditions.

Based on the analysis presented in the Project's hydrology study (*Technical Appendix G1*), post-development runoff from the site would increase during 100-year (24-hour duration) storm events (i.e., from 45.7 cfs under existing conditions to 56.4 cfs under post-development conditions) (Huitt-Zollars, 2019a, p. 5). Although peak runoff from the site would increase under the Project, the Project area was previously improved as part of Tentative Tract Map 30167 with stormwater drainage infrastructure (i.e., RCFC basin and existing storm drain within Benton Road) that was sized to accommodate the planned land uses for the Project site (i.e., commercial retail and very high density residential). Because the Project Applicant is proposing "High Density Residential" land uses, which would result in less impervious surface areas as compared to the development of the site in accordance with the site's existing "Very High Density Residential" and "Commercial Retail" land use designations, the Project would result in less runoff flow from the Project site than was originally anticipated when constructing the RCFC basin and storm drain within Benton Road. Therefore, the existing infrastructure within Benton Road has adequate capacity to accommodate runoff with buildout of the Project site. Runoff from the Project site following development would be conveyed directly to these existing drainage facilities downstream that have been designed to

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preclude or substantially avoid erosion hazards. As such, soil erosion and the loss of topsoil would not increase substantially as compared to existing conditions.

In addition, the Project Applicant is required to prepare and submit to the County for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). The SWPPP and WQMP must identify and implement an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from storm water and non-storm water discharges. Adherence to the requirements noted in the Project's required WQMP (refer to *Technical Appendix G2*) and future-required site-specific SWPPP would further ensure that potential erosion and sedimentation effects would be less than significant. As such, impacts due to substantial soil erosion or the loss of topsoil would be less than significant. Furthermore, the Project would be subject to the mitigation measures identified in EIR No. 374, which would mitigate erosion hazards on-site. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

b) Would the Project be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?

EIR No. 374 Finding: Although EIR No. 374 did not address this subject, EIR No. 374 contained enough information about the soils in the SP area that with the exercise of reasonable diligence, information about the project's potential effect due to being located on an expansive soil, creating substantial risks to life or property was readily available to the public. EIR No. 374 did not identify any impacts associated with expansive soils as defined in Section 1802.3.2 of the California Building Code (2007).

No Substantial Change from Previous Analysis: The Project's site-specific geotechnical evaluation (*Technical Appendix E*) indicates that soils on-site have an expansion index (EI) test result up to 23, which is classified as "Low" expansion. Based on these results, the Project's geotechnical consultant (GeoTek) determined that expansive soils would not adversely impact the design and construction of the Project. As such, impacts due to expansive soils would be less than significant. (GeoTek, 2018, p. 7 and B-1) Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

c) Would the Project have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

EIR No. 374 Finding: Although this issue was not evaluated in EIR No. 374, EIR No. 374 contained enough information about the Winchester 1800 SP's proposed sewer plan that with the exercise of reasonable diligence, information about the Winchester 1800 SP's potential impacts due to septic systems or alternative waste water disposal systems was readily available to the public. EIR No. 374 did not identify any impacts associated with the use of septic tanks or alternative waste water disposal systems, as EIR

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No. 374 disclosed that all wastewater generated within the Winchester 1800 site would be conveyed via a sanitary sewer system and no septic tanks or alternative waste water disposal was proposed or required.

No Substantial Change from Previous Analysis: The Project would not result in grading that affects or negates subsurface sewage disposal systems. The Project site contains two septic systems under existing conditions. The two septic systems on-site would be closed in accordance with County regulations and requirements and Uniform Plumbing Code Section 722.0, which entails removing sewage from the septic systems and completely filling the septic systems with earth, sand, gravel, concrete, or other approved material. Prior to finalizing filling of the septic system, an inspection by County staff would be required. Closing the two on-site septic systems in accordance with County regulations and the Uniform Plumbing Code would ensure no environmental impacts associated with closing the septic tanks would occur. With implementation of the Project, sewer service to the Project site would be provided by the EMWD via proposed sewer lines beneath Pourroy Road and Benton Road. Accordingly, no impact to subsurface sewage disposal systems would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
19. Wind Erosion and Blowsand from project either on or off site.				
a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

EIR No. 374 Finding: EIR No. 374 determined that although the Winchester 1800 SP area was not within the County’s designated Wind Erosion of Blowsand Area, construction activities associated with the Winchester 1800 SP project would generate fugitive dust. The EIR identified Mitigation Measure 3.1 to ensure that surfaces were regularly watered and ground cover was utilized in accordance with SCAQMD Rule 403. With incorporation of mitigation, EIR No. 374 determined that impacts associated with wind erosion and blowsand would be less than significant. (Riverside County, 1997, pp. V-32)

No Substantial Change from Previous Analysis: Construction characteristics associated with the Project would be consistent with what was assumed by EIR No. 374. Proposed grading activities would expose underlying soils at the Project site, which would increase wind erosion susceptibility during grading and construction activities. Exposed soils would be subject to erosion due to the removal of stabilizing

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vegetation and exposure of these erodible materials to wind. Erosion by wind would be highest during periods of high wind speeds.

The Project site is considered to have a “moderate” susceptibility to wind erosion (Riverside County, 2015a, Figure S-8). During grading and other construction activities involving soil exposure or the transport of earth materials, significant short-term impacts associated with wind erosion would be precluded with mandatory compliance with the future-required SWPPP and Riverside County Ordinance No. 484.2, which establishes requirements for the control of blowing sand. In addition, the Project would be required to comply with SCAQMD Rule 403, which addresses the reduction of airborne particulate matter. Furthermore, the Project would be subject to the mitigation measure identified in EIR No. 374, which would ensure that surfaces were regularly watered and ground cover was utilized in accordance with SCAQMD Rule 403. With mandatory compliance to regulatory requirements, wind erosion impacts would be less than significant during construction and additional mitigation is not required.

Following construction, and consistent with the findings of EIR No. 374, wind erosion on the Project site would be negligible, as the disturbed areas would be landscaped or covered with impervious surfaces. Therefore, implementation of the Project would not significantly increase the risk of long-term wind erosion on- or off-site, and impacts would be less than significant.

Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts associated with geology and soils. While EIR No. 374 included Mitigation Measure MM C.2-6, which established requirements for slopes greater than 10 feet, the Project does not include any slopes greater than 10 feet; thus, Mitigation Measure MM C.2-6 is not applicable to the Project. With the exception of MM C.2-6, all of these measures, which are listed below, would continue to apply to the Project and would be enforced as part of the Project’s conditions of approval. Some modifications have been made in order to reflect current building code requirements and improve readability. None of the changes to the following mitigation measures are the result of the Project causing a new or increased significant impact not already identified and analyzed in EIR No. 374.

Mitigation Measures MM C.1-1 through C.1-3 address impacts related to seismic safety.

MM C.1-1 All on-site structures shall be constructed in accordance with the seismic design criteria in the California Building Standards Code and County ordinances and shall be designed to withstand groundshaking from the maximum credible earthquake that can be expected.

MM C.1-2 The site shall be cleared of all obstructions and deleterious material including all miscellaneous trash, debris, and organic materials.

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MM C.1-3 The potential on-site liquefaction hazard shall be mitigated by removal and recompaction of the alluvium, installation of subsurface drainage and placement of compacted fill.

Mitigation Measures MM C.2-1 through C.2-13 address impacts related to slopes and erosion.

MM C.2-1 Prior to development within any planning area of the Specific Plan, an overall Conceptual Grading Plan for the planning area in process shall be submitted for Planning Department approval. The Grading Plan shall include techniques to prevent erosion, sedimentation during and after the grading process, time frames for grading, identification of areas that may be graded during high probability rain months, and preliminary pad and roadway elevations.

MM C.2-2 All grading procedures shall be in compliance with the Riverside County Grading Standards including requirements for erosion control during rainy months.

MM C.2-3 Prior to any grading activities a soils report and geotechnical study will be performed to further analyze on- site soil conditions and slope stability and will include the appropriate measures to control erosion and dust as mentioned in mitigation number 1.

MM C.2-4 Where cut and fill slopes are created higher than ten feet. Detailed Landscaping and Irrigation Plans shall be submitted to the Planning Department prior to Grading Plan approval. The plans shall be reviewed for type and density of ground cover, shrubs and trees.

MM C.2-5 All street shall have a gradient not to exceed 15%.

MM C.2-7 Slopes steeper than 2:1 and higher than ten feet (10') are allowed provided they are recommended to be safe in the slope stability report prepared by the soils engineer or engineering geologist. Slopes greater than three feet (3') in vertical height shall be planted with grass and irrigated. Slopes exceeding fifteen feet (15') shall be provided with shrubs and trees per County Ordinance 457. The slope stability report shall also contain recommendations for landscaping and erosion control. The Uniform Building Code, County Ordinance No. 457, and all other relevant laws, rules and regulations governing grading in Riverside County shall be observed.

MM C.2-8 Potential brow ditches, terrace drains or other minor swales, determined necessary by the County of Riverside at future stages of project review, shall be lined with natural erosion control materials or concrete.

MM C.2-9 Grading work on the entire project site shall be balanced on-site whenever possible.

MM C.2-10 Graded, but undeveloped land shall be maintained weed-free and planted with interim landscaping within ninety (90) days of completion of grading, unless building permits are obtained.

MM C.2-11 Natural features such as significant rock outcrops shall be protected as practical in the siting of individual lots and building pads.

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MM C.2-12 On-site water wells shall be further investigated as a source of deep aquifer groundwater.

MM C.2-13 All grading shall be done in conformance with recommendations contained within the Geotechnical Report included as Appendix B to this Draft EIR.

Mitigation Measure MM C.3-1 addresses impacts related to wind erosion and blowsand.

MM C.3-1 The quality of particulate matter and other pollutants emitted during the grading and construction phase of the Project will be reduced through watering graded surfaces and planting ground cover as dust palliatives as dust control methods, in accordance with SCAQMD Rule 403.

Mitigation Measures MM C.4-1 addresses impacts related to flooding.

MM C.4-1 All final subdivision maps will indicate that the proposed project lies in a potential dam inundation zone of Lake Skinner. Mitigation of impacts related to dam inundation will involve coordination between the applicant and the County Disaster Preparedness Office in establishing emergency evacuation routes. This coordination and establishment of evacuation routes shall occur prior to Tentative Tract Map approval. Prospective homebuyers or land purchasers within affected planning areas shall receive written notice of the potential dam inundation and respective evacuation routes in these Planning Areas. This includes residential planning areas 35, 36, 39, 40, 41, 42, 43, 44, 45, 46, 48, 51, 52, and 54. Impacted commercial uses include Planning Areas ~~41, 46~~, and 50. Murrieta Valley Unified School District shall also receive written notice of potential dam inundation and respective evacuation routes for the school site located in Planning Area 56.

5.1.8 Greenhouse Gas Emissions

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
20. Greenhouse Gas Emissions				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b) **Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

EIR No. 374 Finding: Although EIR No. 374 did not address this subject, EIR No. 374 contained enough information about projected air quality emissions associated with proposed Specific Plan that with the exercise of reasonable diligence, information about the project's potential effect due to greenhouse gas (GHG) emissions was readily available to the public. EIR No. 374 did not evaluate impacts due to GHG emissions or impacts due to conflicts with existing plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs.

No Substantial Change from Previous Analysis: In order to evaluate the Project's level of GHG emissions and confirm that the potential for GHG impacts would not result in new or substantially increased GHG impacts, a Project-specific Focused Air Quality and Greenhouse Gas Emissions Impact Analysis was prepared by Vista Environmental, Inc., and is included as *Technical Appendix A*.

Additionally, and as documented in Section 4.7.3 of the Riverside County EIR No. 521, there have been numerous regulations adopted since EIR No. 374 was certified in 1997 that would result in reduced Project-related GHG emissions compared to the project evaluated by EIR No. 374, including AB 1493, which specifies fuel efficiency standards, and the California Building Standards Code Title 24 energy efficiency requirements (CALGreen), which impose more stringent energy efficiency requirements as compared to what was in effect when EIR No. 374 was certified. Notwithstanding the fact that the Project would result in reduced GHG impacts as compared to the project evaluated in EIR No. 374, the Project's proposed Tentative Tract Map No. 37715 includes site-specific details regarding the proposed development that were not available when EIR No. 374 was certified. As such, and in order to supplement the information contained in EIR No. 374, a discussion and analysis of the Project's potential impacts associated with GHG emissions is presented below.

Background

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂ (carbon dioxide), N₂O (nitrous oxide), CH₄ (methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than

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100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

An individual project like the Project cannot generate enough greenhouse gas emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of greenhouse gases combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

Applicable GHG Regulations

Executive Order (EO) S-3-05 was issued by Governor Schwarzenegger in 2005 and documents GHG emission reduction goals, creates the Climate Action Team, and directs the Secretary of CalEPA to coordinate efforts with meeting the GHG reduction targets with the heads of other state agencies. EO S-3-05 goals for GHG emissions reductions include: reducing GHG emissions to 2000 levels by the year 2010; reducing GHG emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80 percent below 1990 levels by 2050. (CCC, n.d.)

In response to EO S-3-05, in September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Climate Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020, which represents a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. Pursuant to AB 32, the CARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. (CARB, 2014)

On December 11, 2008, CARB adopted a Scoping Plan to reduce GHG emissions to 1990 levels. The Scoping Plan's recommendations for reducing GHG emissions to 1990 levels by 2020 include emission reduction measures, including a cap-and-trade program linked to Western Climate Initiative partner jurisdictions, green building strategies, recycling and waste-related measures, as well as Voluntary Early Actions and Reductions. Table 5-7, *Scoping Plan GHG Reduction Measures Towards 2020 Target*, shows the proposed reductions from regulations and programs outlined in the Scoping Plan.

The County of Riverside adopted a Climate Action Plan (CAP) that was revised in November 2019 to ensure that development accommodated by the buildout of the General Plan supports the goals of AB 32. The CAP was updated in 2019 in order to bring the CAP in conformance with SB 32 and AB 197 that set a statewide 2030 goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. In order to determine whether new development within the County is consistent with the CAP, the CAP includes Screening Tables (Appendix F to the CAP) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The CAP contains a menu of measures potentially applicable to discretionary development that include energy

Table 5-7 Scoping Plan GHG Reduction Measures Towards 2020 Target

<i>Recommended Reduction Measures</i>	<i>Reductions Counted toward 2020 Target of 169 MMT CO₂e</i>	<i>Percentage of Statewide 2020 Target</i>
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets ¹	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations	To Be Determined ²	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA

Source: CARB, 2008, MMTons CO₂e: million metric tons of CO₂e

¹Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.

²According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO₂e (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 Target

conservation, water use reduction, increased residential density or mixed uses, transportation management and solid waste recycling. Individual sub-measures are assigned a point value within the overall screening table of GHG implementation measures. The point values are adjusted according to the intensity of action items with modest adoption/installation (those that reduce GHG emissions by modest amounts) worth the least number of points and greatly enhanced adoption/installation worth the most. Projects that garner at least 100 points (equivalent to an approximate 15% reduction in GHG emissions as

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compared to 2008 levels) are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report (which was prepared by the County in support of the CAP), and consequently would be consistent with the CAP and the GHG reduction targets established by AB 32. (Riverside County, 2018)

A number of additional policies and regulations addressing GHGs have been adopted by the State, including regulations to implement the GHG reduction target set forth by EO S-3-05 for Year 2030 (which is not applicable to the Project for the reasons discussed below). Please refer to Section 4.7.3 of the Riverside County EIR No. 521, for a detailed description of policies and regulations that have been adopted to reduce GHGs. EIR No. 521 is available for public review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA.

Threshold of Significance for Evaluating Project Impacts due to GHGs

As discussed in the Newall Ranch decision, a lead agency may assess the significance of GHG emissions by determining a project's consistency with a local GHG reduction plan or CAP that qualifies under § 15183.5 of the CEQA Guidelines. See *Center for Biological Diversity v. California Dept. of Fish & Wildlife* (2017) 17 Cal. App. 5th 1245.

Subsequent to certification of EIR No. 374, the County of Riverside adopted the County of Riverside CAP in December 2015 and revised the CAP in November 2019. The CAP utilized a GHG emissions reduction target of a 15 percent decrease from 2008 levels by the year 2020, in order to meet the requirements of AB 32 and SB 375. The County's 2008 GHG emissions were calculated at 7,012,938 MTCO₂e and in order to reach the reduction target, the County of Riverside will need to reduce community-wide emissions to 5,960,998 MTCO₂e by the year 2020. The CAP was updated in 2019 in order to address a 2017 Settlement Agreement with the Sierra Club and other groups as well as to bring the CAP in conformance with SB 32 and AB 197 that set a statewide 2030 goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2030 target is an interim year goal set to make it possible to reach the ultimate goal of reducing GHG emissions 80 percent below 1990 levels by 2050. The 2019 CAP provides several new measures to meet the 2030 target that include promoting energy efficiency, renewable energy and development and promotion of zero-emission vehicles, water conservation and increased waste diversion. (Vista Environmental, 2020, pp. 51-52)

The CAP has developed a process for determining significance of GHG impacts from new development projects that includes (1) applying an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. The CAP has provided a threshold of 3,000 MTCO₂e per year to be used to identify projects that require the use of Screening Tables. If the 3,000 MT CO₂e per year threshold is exceeded, then specific mitigation from the CAP's Screening Tables shall be selected to garner a total of 100 points or greater. According to the CAP, such projects that implement 100 points of mitigation measures from the Screening Tables would be determined to have a less than significant individual impact for greenhouse gas emissions. Additionally, projects that generate less than 3,000 MTCO₂e pursuant to the County's CAP

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are considered to have a less-than-significant individual and cumulative impact on GHG emissions. (Vista Environmental, 2020, p. 52)

Project Impacts due to GHGs

The Project’s GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters. Based on the Project-specific analysis, and as shown in Table 5-8, *Project-Related Greenhouse Gas Annual Emissions*, below, the operational plus amortized construction emissions associated with the Project would generate 2,576.79 MTCO₂e per year, which would be below the CAP’s screening threshold of 3,000 MTCO₂e per year. It should also be noted, that because building construction would not start until after January 1, 2020, the Project would be required to meet the 2019 Title 24 Part 6 building standards. The 2019 Title 24 Part 6 building standards require all new homes to be designed to use net zero energy, through a combination of energy efficiency measures as well as requiring all new homes to install rooftop photovoltaic systems that are of adequate size to generate enough electricity to meet the net-zero energy requirements. The County also requires that the all new developments to institute the water conservation measures that are detailed in the California Green Building Code. (Vista Environmental, 2020, pp. 63-64)

Table 5-8 Project-Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ¹	2.44	0.00	0.00	2.50
Energy Usage ²	299.40	0.01	0.00	300.98
Mobile Sources ³	2,134.62	0.11	0.00	2,137.35
Solid Waste ⁴	17.27	1.02	0.00	42.78
Water and Wastewater ⁵	39.32	0.25	0.01	47.33
Construction ⁶	45.64	0.01	0.00	45.85
Total Emissions	2,538.69	1.40	0.01	2,576.79
County of Riverside CAP Screening Threshold				3,000

Notes:

- ¹ Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
 - ² Energy usage consists of GHG emissions from electricity and natural gas usage.
 - ³ Mobile sources consist of GHG emissions from vehicles.
 - ⁴ Waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.
 - ⁵ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
 - ⁶ Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
- Source: CalEEMod Version 2016.3.2.
(Vista Environmental, 2020, Table Q)

Accordingly, the Project would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment. Additionally, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. As such, with mandatory compliance with the applicable Title 24 requirements, the Project’s GHG emissions would be less-than-cumulatively considerable. Based on the foregoing analysis, implementation of the Project would not

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result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Comparison of Project GHG Impacts to EIR No. 374

Although EIR No. 374 did not evaluate GHG impacts per se, EIR No. 374 contained sufficient information about projected air quality emissions associated with the Winchester 1800 SP that with the exercise of reasonable diligence, information about the Winchester 1800 SP's potential effect due to GHG emissions was readily available to the public. In comparison to the land uses and other assumptions about buildout of the Winchester 1800 SP utilized in EIR No. 374 (which assumed the Project site would be developed with commercial and very high-density residential uses), the Project would result in a substantial reduction in GHG emissions. As discussed above in subsection 5.1.3 the Project would result in an increase in 10 dwelling units as compared to the adopted SP 286, but would result in a reduction of 9.3 acres of CR land uses. With respect to GHG emissions, the increase of 10 dwelling units as proposed by the Project would be more than off-set by the proposed reduction of 9.3 acres of CR land uses. Thus, the Project would produce fewer GHG emissions as compared to the adopted SP 286 land use plan. Furthermore, due to advancements in technology and more stringent regulations since 1997, the Project's GHG emissions associated with construction sources, mobile sources, area sources, and energy sources would be substantially less than what would have been disclosed by EIR No. 374 for the Project site. Because a majority of the GHG emissions associated with residential uses are the result of mobile sources, and because the Project would produce substantially less traffic than was analyzed by EIR No. 374, the Project as proposed would result in a substantial reduction in GHG emissions associated with the buildout of Planning Areas 40 and 41 as compared to the land uses assumed by EIR No. 374 and as compared to the adopted SP 286 land uses for the site. Accordingly, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 did not identify any measures specifically addressing GHG emissions, although the Project would be subject to EIR No. 374 Air Quality Mitigation Measures MM C.6-1 through MM C.6-6, MM C.6-13, and MM C.6-15 through MM C.6-17 (refer to Subsection 5.1.3), several of which would reduce the Project's GHG emissions.

The following condition of approval shall apply to ensure compliance with the Riverside County CAP, further demonstrating that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374:

- Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed Project shall be required to offset its energy demand by 20 percent of the energy demand. This is anticipated to be accommodated through solar panels mounted on building rooftops. The energy demand shall be determined at the initial building

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permit stage. Utilizing the energy demand calculated, the appropriate number of dwelling units shall be required to include solar panels as part of the building permit application.

5.1.9 Hazards and Hazardous Materials

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
21. Hazards and Hazardous Materials				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) **Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

EIR No. 374 Finding: EIR No. 374 determined that development of the Winchester 1800 project would not generate any toxic waste but could include small quantity generators that produce less than 1,000 kilograms of hazardous waste per year. These generators may include medical offices, drycleaners,

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painting, and solvent supplies. The EIR recognized that under no circumstances would outside storage of hazardous materials be permitted and there would be no exposure of hazardous materials to the public. However, EIR No. 374 nonetheless identified Mitigation Measure MM C.8-1 to ensure that proposed commercial and retail developments on site were reviewed by the Riverside County Health Department to determine the potential for existence and use of toxic materials. With mitigation incorporated, EIR No. 374 determined that impacts related to the routine transport, use, disposal or reasonably foreseeable upset of hazardous materials into the environment would be less than significant. (Riverside County, 1997, pp. V-68)

No Substantial Change from Previous Analysis: The Project has the potential to result in hazardous materials-related impacts due to existing site conditions, during construction, and during long-term operation. Each is discussed below.

Existing Site Conditions

FirstCarbon Solutions (FCS) performed a Phase I Environmental Site Assessment (ESA) to assess the presence/absence of hazardous materials on the Project site, which is attached as *Technical Appendix F1*. According to historical sources and consistent with the findings of EIR No. 374, the property has been undeveloped, with the exception of the single-family residence in the southeastern corner of the site, or agricultural land since the early 1900s (FCS, 2018a, p. 14). According to the property owner, an approximately 500-gallon gasoline underground storage tank (UST) was installed approximately 85 feet east-northeast of the existing single-family residence on the Project site in the 1940s and was removed in the 1970s. In addition, an approximately 5,000-gallon diesel above-ground storage tank (AST) was installed approximately 165 feet northeast of the single-family residence on the Project site in the 1990s and was removed in the early 2000s. The former UST and AST were in good condition upon removal with no evidence of holes or leaks. Notwithstanding, there is a potential for pesticide and/or heavy metal (associated with dusting powders) contamination within the vicinity of the former UST and AST. Furthermore, there is the potential for pesticide and/or heavy metal due to historical agricultural activities on the property and in adjacent areas. A Phase II ESA was conducted by FCS on November 7, 2018 (*Technical Appendix F2*), which included soil sampling and testing in the vicinity of the former UST and AST, and in the central and western portions of the Project site's former agricultural row crop areas. FCS found metals at concentrations below actions levels and no petroleum hydrocarbons, volatile organic compounds (VOCs), or pesticides were detected in the Project site's soils. (FCS, 2018b, p. 2) Based on the results of the Phase II ESA, there are no recognized environmental conditions (RECs) located on the Project site.

The use of asbestos containing materials (ACMs) (a known carcinogen) and lead-based paint (LBP) (a known toxin) was common in building construction prior to 1978. Based on information obtained from the historical records review and property owner interview, the on-site residential building was constructed prior to 1970 and thus, has the potential to contain ACM and lead paint (FCS, 2018a, pp. 6-7). Assuming that ACM is present in the structure located on the Project site, SCAQMD Rule 1403 would apply to the Project, which requires notification of the SCAQMD prior to commencing any demolition or renovation activities. Rule 1403 also sets forth specific procedures for the removal of asbestos, and

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requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACM. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related grading, clearing and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs. Because the Project would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to potential asbestos exposure would be less than significant.

During demolition of the existing building on-site, there also is a potential to expose construction workers to health hazards associated with LBP. Title 17, California Code of Regulations (CCR), Division 1, Chapter 8: *Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards*, defines and regulates lead-based paint. Any detectable amount of lead is regulated. The Project Applicant would be required to comply with Title 17, California Code of Regulations (CCR), Division 1, Chapter 8, which includes requirements such as employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. Mandatory compliance with these requirements would ensure that construction workers and the public are not exposed to significant LBP health hazards during demolition and/or during transport of demolition waste to an appropriate disposal facility, and would ensure that impacts related to LBP remain less than significant.

According to the property owner, an operational on-site domestic water well extends 50 feet below the ground surface and would be closed under permit in accordance with local regulations. No additional wells and no other hazardous substances/wastes were observed on the Project site during the site inspection conducted by FCS. (FCS, 2018a, pp. 5-8) Regulatory database information identified several known or suspected contamination sites in the area surrounding the property. Based on the available information, it is unlikely that any of these sites have affected the environmental condition of the property. (FCS, 2018a, p. 10) As such, and consistent with the conclusion reached by EIR No. 374, impacts due to hazards associated with existing site conditions would be less than significant.

Construction Activities

Construction activities would occur on the Project site in the same or similar manner as assumed by EIR No. 374. Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during the demolition and construction phases of the Project. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site, and the risk of such spills during construction would be no greater than was assumed by EIR No. 374. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the Environmental

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Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), SCAQMD, and San Diego RWQCB. With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Additionally, construction activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Operational Activities

The Project consists of a proposal to allow for future development of residential uses. Residential uses are not associated with the transport, use, or disposal of significant quantities of hazardous materials. Household and other goods used in residential homes that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such household goods. Residents are required to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility. Also, as of February 2006, fluorescent lamps, batteries, and mercury thermostats can no longer be disposed in the trash. Furthermore, the transport, use, and disposal of hazardous materials are fully regulated by the Environmental Protection Agency (EPA), State, and/or the County of Riverside. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project would be less than significant.

Long-term operation of the Project also would not result in any significant adverse effects associated with hazardous materials handling or disposal. Residential uses are not associated with the transport, use, or disposal of hazardous materials. Household goods used in residential homes that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such materials. Accordingly, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

Conclusion

As noted above, and consistent with the findings of EIR No. 374, with implementation of mandatory regulatory requirements and standard conditions of approval, the Project would result in less-than-significant impacts due to the routine transport, use, or disposal of hazardous materials, and less-than-significant impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

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c) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?

EIR No. 374 Finding: EIR No. 374 indicated that the Winchester 1800 SP would not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. EIR No. 374 noted that the Winchester 1800 SP would include adequate access for emergency response vehicles and personnel, as developed in consultation with County Fire personnel. EIR No. 374 did not identify any impacts to an adopted emergency response plan or an emergency evacuation plan.

No Substantial Change from Previous Analysis: The Project entails implementing development within the revised boundaries of Planning Area 40 of the Winchester 1800 SP, and the revised Planning Area 40 boundaries do not contain any emergency facilities nor does it serve as an emergency evacuation route. Under long-term operational conditions, the Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the County. Furthermore, as discussed in Subsection 3.1, the Project Applicant does not propose nor require major roadway improvements that could interfere with traffic operations on roadways abutting the Project site; thus, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

d) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?

EIR No. 374 Finding: EIR No. 374 did not identify any impacts associated with hazardous or acutely hazardous materials, substances, or waste that would be handled or create emissions within one-quarter mile of an existing or proposed school. (Riverside County, 1997, pp. V-68)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 374, there are no existing or planned schools within one-quarter mile of the Project site. The nearest school to the Project site is the French Valley Elementary School, located approximately 0.3 mile southeast of the Project site. Accordingly, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and no impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

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- e) **Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

EIR No. 374 Finding: EIR No. 374 did not identify any impacts associated with future development on lands that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (Riverside County, 1997, pp. V-68)

No Substantial Change from Previous Analysis: As disclosed in EIR No. 374, the Project site is not listed on the Hazardous Waste and Substances Sites List produced by the Department of Toxic Substances Control (DTSC), which is referred to as “Envirostor.” (DTSC, 2019) Additionally, the Project’s Phase I ESA, which was prepared to supplement the information contained in EIR No. 374, included a review of federal, State, tribal, and local government databases to determine whether the Project site is identified as a hazardous materials site pursuant to Government Code Section 65962.5, which resulted in a determination that the Project site has no RECs and is not listed on any hazardous materials databases. (FCS, 2018a, pp. 10, 18) Accordingly, and consistent with the findings of EIR No. 374, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would not occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified one mitigation measure to address hazardous materials impacts. Mitigation Measure MM C.8-1 to ensure that proposed commercial and retail developments on site are reviewed by the Riverside County Health Department to determine the potential for existence and use of toxic materials. The Project Applicant proposes residential development on the Project site; thus, Mitigation Measure MM C.8-1 would not be applicable to the Project.

Project-Specific Conditions of Approval/Applicable Regulatory Requirements

- The Project is required to comply with the provisions of SCAQMD Rule 1403, “Asbestos Emissions from Demolition/Renovation Activities” which governs work practice requirements for asbestos in renovation and demolition activities in order to protect the health and safety of the public by limiting dangerous emissions from the remove and associated disturbance of Asbestos-Containing Materials.
- The Project is required to comply with the provisions of SCAQMD Rule 403, “Fugitive Dust” by implementing the following dust control measures during construction activities, such as earth moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection

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of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 mph or less.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
22. Airports				
a. Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project result in an inconsistency with an Airport Master Plan?

EIR No. 374 Finding: EIR No. 374 determined that Planning Areas 20, 35, 36, 37, 38A, 45, and 46 of the Winchester 1800 Specific Plan would lie within Area III of the Airport Influence Area (AIA) for the French Valley Airport. In addition, the EIR noted that the westernmost portion of Planning Areas 35, 38A and 45 would be within Area II of the AIA. The Airport Land Use Commission (ALUC) approved the Winchester 1800 Specific Plan subject to three conditions. While no mitigation was required by EIR No. 374 to ensure the Specific Plan’s consistency with the French Valley Airport’s land use plan, the EIR nonetheless identified Mitigation Measure MM D.12-1 addressing aviation easements. As such, EIR No. 374

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determined that impacts associated with the airports would be less than significant. (Riverside County, 1997, pp. V-196)

No Substantial Change from Previous Analysis: The Project site is located within the AIA of the French Valley Airport Land Use Compatibility Plan. Specifically, the western portion of the Project site is located within Compatibility Zone D and the eastern portion of the Project site is located within Compatibility Zone E of the 2011 French Valley Airport Land Use Compatibility Plan (ALUCP), which updated and replaced the 1984 ALUCP that was in effect at the time EIR No. 374 was certified. (ALUC, 2012, Map FV-1) Zone D allows for residential densities ≤ 0.2 du/ac, or ≥ 5.0 du/ac, with average lot sizes ≥ 5.0 acres, or ≤ 0.2 acres, respectively. The Project Applicant would develop the site with a residential density of 8.7 du/ac on lots with a maximum size of 0.15 acre; thus, the Project is consistent with the Zone D residential density requirement of ≥ 5.0 du/ac, with average lot sizes ≤ 0.2 acre. Within Zone E, there are no limits regarding the density/intensity of residential development and no explicit restrictions on number of people per acre. (ALUC, 2004, p. 2-14) The Project includes only residential uses and does not include any hazards to flight. Additionally, as part of real estate transactions involving residential property within any compatibility zone (that is, anywhere within an AIA), information regarding airport proximity and the existence of aircraft overflights must be disclosed as required by State law. On February 13, 2020, the ALUC found the Project is consistent with the 2011 French Valley ALUCP subject to certain conditions. These conditions will be imposed on the Project by Riverside County as Conditions of Approval (COAs), and are listed below. With mandatory compliance with the ALUC COAs, the Project would not conflict with any Airport Master Plan, and a less-than-significant impact would occur. Accordingly, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

b) Would the Project require review by the Airport Land Use Commission?

EIR No. 374 Finding: EIR No. 374 determined that Planning Areas 20, 35, 36, 37, 38A, 45, and 46 of the Winchester 1800 Specific Plan would lie within Area III of the Airport Influence Area (AIA) for the French Valley Airport. In addition, the EIR noted that the westernmost portion of Planning Areas 35, 38A and 45 would be within Area II of the AIA. The ALUC approved the Winchester 1800 Specific Plan subject to three conditions. While no mitigation was required by EIR No. 374 to ensure the Specific Plan's consistency with the French Valley Airport's land use plan, the EIR nonetheless identified Mitigation Measure MM D.12-1 addressing aviation easements. As such, EIR No. 374 determined that impacts associated with review by the ALUC would be less than significant. (Riverside County, 1997, pp. V-196)

No Substantial Change from Previous Analysis: As discussed under Threshold 22(a) above, the Project site is located within Compatibility Zone D and E of the 2011 French Valley ALUCP, which updated and replaced the 1984 ALUCP that was in effect at the time EIR No. 374 was certified (ALUC, 2012, Map FV-1). Additionally, EIR No. 374 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The Project involves a Tentative Tract Map (TTM 37715) that includes development of 141 single-family residential units. The Project's application materials identify specific building architecture, building locations, site elevations, and building heights. Because the Project Applicant proposes specific buildings (i.e., up to 145 single-family residential units allowed by SPA 7), the current Project required additional review by the Riverside County ALUC for consistency with the 2011

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French Valley ALUCP. On February 13, 2020, the ALUC found the Project is consistent with the 2011 French Valley ALUCP subject to certain conditions. These conditions will be imposed on the Project by Riverside County as Conditions of Approval (COAs), and are listed below. With mandatory compliance with the ALUC COAs, the Project would not conflict with any ALUCPs, including the French Valley ALUCP, and a less-than-significant impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- c) Would the Project be located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

EIR No. 374 Finding: EIR No. 374 determined that Planning Areas 20, 35, 36, 37, 38A, 45, and 46 of the Winchester 1800 Specific Plan would lie within Area III of the Airport Influence Area (AIA) for the French Valley Airport. In addition, the EIR noted that the westernmost portion of Planning Areas 35, 38A and 45 would be within Area II of the AIA. EIR No. 374 determined the Project site is outside of the horizontal surface area, Traffic Pattern Zone, and outside the 55 CNEL noise contour. As such, EIR No. 374 determined that impacts associated with airport-related safety hazards affecting future site residents or workers would be less than significant. (Riverside County, 1997, pp. V-196)

No Substantial Change from Previous Analysis: As indicated under the analysis of Thresholds 22(a) and (b), above, the Project site is located within Compatibility Zones D and E of the 2012 French Valley ALUCP, which updated and replaced the 1984 ALUCP that was in effect at the time EIR No. 374 was certified (ALUC, 2012, Map FV-1). Additionally, EIR No. 374 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The Project involves a Tentative Tract Map (TTM 37715) that includes development of 141 single-family residential units. The Project's application materials identify specific building architecture, building locations, site elevations, and building heights. Because the Project Applicant proposes specific buildings (i.e., up to 145 single-family residential units allowed by SPA 7), the current Project required additional review by the Riverside County ALUC for consistency with the 2011 French Valley ALUCP. On February 13, 2020, the ALUC found the Project to be consistent with the 2011 French Valley ALUCP subject to certain conditions. These conditions will be imposed on the Project by Riverside County as COAs, and are listed below. With mandatory compliance with the ALUC COAs, the Project would not conflict with any ALUCPs, including the French Valley ALUCP, and a less-than-significant impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- d) Would the Project be within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?**

EIR No. 374 Finding: EIR No. 374 did not identify any private airstrips or heliports within the vicinity of the Winchester 1800 SP project site. Thus, EIR No. 374 determined that no private airstrip-related safety hazards affecting future site residents or workers would occur. (Riverside County, 1997, pp. V-193)

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No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 374 was certified, there are no private airport facilities or heliports within the Project vicinity. As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified one mitigation measure to address aviation easements. Mitigation Measure MM D.12-1 acknowledges that an applicant may wish to grant aviation easements as approved by the ALUC in 1992. The Project Applicant does not propose an aviation easement on the Project site; thus, Mitigation Measure MM D.12-1 would not be applicable to the Project.

Project-Specific Conditions of Approval/Applicable Regulatory Requirements

The following conditions of approval shall apply and reflect the conditions of approval listed in the ALUC's consistency determination letter, dated February 20, 2020, which determined that the proposed Project is consistent with the 2011 French Valley Airport ALUCP. The implementation of these conditions further demonstrate that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.

- The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling

centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children’s schools, hospitals, skilled nursing and care facilities, highly noise- sensitive outdoor nonresidential uses, and hazards to flight.
- The attached notice shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final tract map, if an ECS is otherwise required.

Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce seeds, fruits, or berries.

- Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC’s “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
- The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-14925-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
- The proposed dwellings shall not exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,419 feet above mean sea level.
- The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

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- Temporary construction equipment used during actual construction of the structure(s) shall not exceed 40 feet in height and a maximum elevation of 1,419 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

5.1.10 Hydrology and Water Quality

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
23. Water Quality Impacts				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
i. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

EIR No. 374 Finding: EIR No. 374 determined that the Winchester 1800 SP project was compatible with the comprehensive General Plan Land Use standard for drainage, water quality, and waste discharge, and no significant impacts to water quality or waste discharge were anticipated. As such, EIR No. 374 determined that impacts to water quality standards or waste discharge requirements would be less than significant. (Riverside County, 1997, pp. V-65)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed when EIR No. 374 was certified, the California Porter-Cologne Water Quality Control Act (§ 13000 (“Water Quality”) et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the San Diego Regional Water Quality Control Board (RWQCB). At the time EIR No. 374 was certified in 1997, development within the San Diego RWQCB region was subject to the RWQCB’s 1994 Water Quality Control Plan for the San Diego Region Basin (Basin Plan). Since certification of EIR No. 374, the RWQCB has undertaken 17 updates to the Basin Plan, with the most recent update having been adopted on May 17, 2016. Although this reflects a changed condition from what was evaluated by EIR No. 374, the revisions made to the Basin Plan reflected administrative changes that did not eliminate or reduce any requirements for water quality, and therefore the changes are not substantial. The RWQCB’s 2016 Basin Plan is herein incorporated by reference and is available for public review at the San Diego RWQCB office located at 2375 Northside Drive, Suite 100, San Diego, CA 92108. (RWQCB, 2016)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Upper Santa Margarita Watershed. Based on the Project’s Water Quality Management Plan (WQMP, *Technical Appendix G2*), receiving waters for the property’s drainage and listed on Section 303(d) include Warm Springs Creek and Murrieta Creek. Consistent with the finding of EIR No. 374, Warm Springs Creek is impaired by pesticides, bacteria and viruses, metals, and nutrients, while Murrieta Creek is impaired by pesticides, bacteria and viruses, metals, nutrients, and sediment toxicity. (Huitt-Zollars, 2019b, p. 7)

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A specific provision of the CWA applicable to the Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

Provided below is a discussion of the Project's potential to result in violations of water quality standards or waste discharge requirements during both construction and long-term operation.

Construction-Related Water Quality

Construction activities would occur on the same site and in a similar manner as assumed by EIR No. 374. As with the project evaluated by EIR No. 374, construction of the Project would involve demolition, site preparation, grading, building construction, paving, and architectural coating, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the San Diego RWQCB and the County of Riverside, and consistent with the requirements that were in effect when EIR No. 374 was certified in 1997, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, and also consistent with the project evaluated by EIR No. 374, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the San Diego Region Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, and these requirements also would have applied to new development at the time EIR No. 374 was certified in 1997. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the Project site. As with the project evaluated in EIR No. 374, mandatory compliance with the SWPPP would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Operational Water Quality Impacts

The Project includes a proposed drainage system that would route first flush flows (i.e., the initial surface runoff of a rainstorm) towards two proposed detention basins. Because the Project includes details regarding the proposed drainage system that were not included in the Winchester 1800 Specific Plan, a site-specific WQMP was required for the Project in order to confirm the conclusion of EIR No. 374 that

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water quality impacts would be less than significant. The WQMP is contained in *Technical Appendix G2*, and is discussed below.

As noted above, receiving waters for the property's drainage include Warm Springs Creek and Murrieta Creek. Warm Springs Creek is impaired by pesticides, bacteria and viruses, metals, and nutrients, while Murrieta Creek is impaired by pesticides, bacteria and viruses, metals, nutrients, and sediment toxicity. (Huitt-Zollars, 2019b, p. 7) As noted above, because the Project consists of a site-specific development, a WQMP was required for the Project and is included in *Technical Appendix G2*. According to the Project's WQMP, the Project's pollutants of concern include bacterial indicators, nutrients, pesticides, sediments, trash and debris, and oil and grease (Huitt-Zollars, 2019b, p. 26). To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to the two proposed detention basins. The detention basins are designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site, including bacterial indicators, nutrients, pesticides, sediments, trash and debris, and oil and grease. As noted above, waters that are tributary to the Project site are impaired with pesticides, bacteria and viruses, metals, nutrients, and sediment toxicity. The proposed detention basins would be effective at treating bacterial indicators, nutrients, pesticides, sediments, trash and debris, and oil and grease, which in turn would reduce the potential for pollutants in runoff from the site to contribute substantially to existing downstream impairments, thereby ensuring that the Project would not violate any water quality standards or waste discharge requirements. (Huitt-Zollars, 2019b, pp. 7, 26)

Furthermore, the Project would be required to implement its WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix G2*. The Preliminary WQMP identifies structural controls (including the proposed detention basins) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, and requirements to regularly sweep sidewalks). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site (Huitt-Zollars, 2019b, Appendix 8). Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

EIR No. 374 Finding: EIR No. 374 noted that the Winchester 1800 SP did not propose groundwater extraction wells and potable water within the Winchester 1800 SP area is not expected to come from

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groundwater sources. Thus, EIR No. 374 concluded that impacts to groundwater supplies would be less than significant. (Riverside County, 1997, pp. V-211 - V-212)

No Substantial Change from Previous Analysis: Consistent with the project evaluated in EIR No. 374, the Project does not include the use of wells on-site, and therefore would have no impact on groundwater levels due to groundwater extraction. Implementation of the proposed drainage system within the areas that are subject to the Project would allow for areas of infiltration of Project runoff. Therefore, a significant impact to groundwater supplies would not occur.

With respect to groundwater recharge, the Project Applicant proposes to develop the site in a manner generally consistent with what was assumed for the Project site by EIR No. 374. As with the project evaluated in EIR No. 374, the Project would increase impervious surface coverage on the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. All runoff from the Project site under existing conditions is conveyed to existing storm drainage facilities in the area, which ultimately convey runoff to natural drainage channels that would allow for infiltration of water into the groundwater table. With implementation of the Project the site would continue to drain in an east to southwest and north to northwest orientation towards existing drainage facilities within surrounding roadways, and the total amount of runoff from the Project site would be similar to existing conditions. Thus, and consistent with the findings of EIR No. 374, the Project would not interfere substantially with groundwater recharge, and there would be no net deficit in aquifer water volumes or groundwater table levels as a result of the Project.

Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- c) **Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces?**

EIR No. 374 Finding: EIR No. 374 determined that drainage patterns and the quality, velocity and composition of runoff would be altered by large scale grading of areas planned for construction, as well as the creation of impervious surfaces (such as roadways, driveways, parking lots, etc.). Runoff would increase flows in the French Valley and Warm Springs watersheds, and Murrieta Creek, potentially impacting downstream capacity. EIR No. 374 anticipated that storm drain systems would be constructed in accordance with the County's Master Drainage Plan in order to mitigate impacts on local drainage patterns. Downstream areas of Warm Springs watershed near the junction into Murrieta Creek were master planned by RCFCWCD; therefore, all drainage facilities in this area of the creek are designed to accommodate the ultimate watershed land use. In addition, EIR No. 374 noted that projects located within the boundaries of RCFCWCD Area Drainage Plans would be subject to drainage fees assessed on a per acre basis. Therefore, EIR No. 374 concluded impacts due to alteration of the existing drainage pattern of the site through the alteration of the course of a stream or river, or through the addition of impervious surfaces, would be less than significant. (Riverside County, 1997, pp. V-211 - V-212)

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No Substantial Change from Previous Analysis: The Project generally would maintain the site's existing topography and would develop the Project site in a manner generally consistent with what was evaluated in EIR No. 374. As with the Project evaluated in EIR No. 374, with implementation of the Project, the site would continue to drain in an east to southwest and north to northwest orientation towards existing drainage facilities within surrounding roadways. As such, the Project would not result in substantial changes to the site's existing drainage pattern.

Based on the analysis presented in the Project's hydrology study (*Technical Appendix G1*), which was prepared to evaluate the site-specific development components proposed by the Project Applicant, post-development runoff from the site would increase during 100-year (24-hour duration) storm events (i.e., from 45.7 cfs under existing conditions to 56.4 cfs under post-development conditions) (Huitt-Zollars, 2019a, p. 5). Although peak runoff from the site would increase under the Project, the Project area was previously improved as part of Tentative Tract Map 30167 with stormwater drainage infrastructure (i.e., RCFC basin and existing storm drain within Benton Road) that was sized to accommodate the existing land use designation of the Project site (i.e., commercial retail and very high density residential). Because the Project Applicant is proposing residential land uses, the Project would warrant less runoff flow from the Project site than was originally anticipated when constructing the RCFC basin and storm drain within Benton Road, as the "High Density Residential (HDR)" dwelling units proposed as part of the Project would have more landscaped/pervious surface areas as compared to development of the site with "Very High Density Residential (VHDR)" and "Commercial Retail (CR)" land uses per the adopted SP 286. Specifically, the setback requirements associated with HDR land uses would create rear, front, and side yards that would not be required with VHDR and CR land uses, and the building size and parking requirements associated with VHDR and CR land uses therefore would result in larger areas of impervious surfaces as compared to HDR land uses. Therefore, the existing infrastructure within Benton Road would easily accommodate future development within the area and the Project would not result in the alteration of the course of a stream or river, or through the addition of impervious surfaces, and impacts would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

d) Would the Project result in substantial erosion or siltation on- or off-site?

EIR No. 374 Finding: EIR No. 374 found that the exposure of ground surfaces during grading would result in siltation. Furthermore, EIR No. 374 found that implementation of the Winchester 1800 project would increase the amount of impervious surfaces as compared to the conditions that existed at the time. EIR No. 374 indicated that increased surface runoff flows due to the increase in impervious surfaces would increase erosion and siltation on- and off-site. EIR No. 374 noted that it was anticipated that storm drain systems would be constructed in accordance with the County's Master Drainage Plan in order to mitigate impacts on local drainage patterns. Furthermore, EIR No. 374 included mitigation (Mitigation Measures MM C.2-1, MM C.2-2, MM C.2-3, and C.3-1) to reduce erosion and siltation impacts to less than significant. Additionally, EIR No. 374, determined impacts associated with drainage would be less than significant based on compliance with the requirements of the RCFCWCD and the RWQCB. As such, EIR No. 374 concluded impacts would be less than significant with implementation of mitigation. (Riverside County, 1997, pp. V-35, V-211 - V-212)

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No Substantial Change from Previous Analysis: Construction activities would occur on the same site in the same or similar manner as assumed by EIR No. 374. Consistent with the project evaluated by EIR No. 374, the Project's proposed grading activities would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed. Consistent with the finding of EIR No. 374, and pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit, which was also required at the time EIR No. 374 was certified, is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, and similar to the project evaluated by EIR No. 374, during grading and other construction activities involving soil exposure or the transport of earth materials, Chapter 15.12 (Uniform Building Code) of the Riverside County Municipal Code, which establishes, in part, requirements for the control of dust and erosion during construction, would apply to the Project. As part of the requirements of Chapter 15.12, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Consistent with the finding of EIR No. 374, mandatory compliance with the Project's NPDES permit and these regulatory requirements would ensure that erosion impacts during construction activities would be less than significant.

As noted by EIR No. 374, following construction erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from stormwater discharged from the property. However, and consistent with the project evaluated by EIR No. 374, all runoff from the Project site would be conveyed via proposed storm drain lines that would convey runoff to an existing RCFC basin within Benton Avenue. Runoff on the Project site would be treated by two proposed detention basins before being discharged into the existing RCFC basin. As such, and consistent with the conclusion of EIR No. 374, the Project would not have the potential to cause or contribute to erosion hazards downstream.

Additionally, because EIR No. 374 evaluated only a land use plan and the Project consists of a site-specific development, a site-specific hydrology study was required for the Project and is contained in (*Technical Appendix G1*). Based on the analysis presented in the Project's hydrology study, which was prepared to evaluate the site-specific development components proposed by the Project Applicant, post-development runoff from the site would increase during 100-year (24-hour duration) storm events (i.e., from 45.7 cfs under existing conditions to 56.4 cfs under post-development conditions) (Huitt-Zollars, 2019a, p. 5). Although peak runoff from the site would increase under the Project, the Project area was previously improved as part of Tentative Tract Map 30167 with stormwater drainage infrastructure (i.e., RCFC basin

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and the existing storm drain within Benton Road) that was sized to accommodate the existing land use designations of the Project site (i.e., commercial retail and very high density residential). Because the Project Applicant is proposing residential land uses, the Project would result in less runoff flow from the Project site than was originally anticipated when constructing the RCFC basin and storm drain within Benton Road, because the proposed HDR land uses proposed by the Project would have less areas of impervious surfaces as compared to development of the site in accordance with the approved SP 286 (i.e., development with VHDR and CR land uses). The drainage associated with the Project would be fully controlled via the on-site drainage plan and would be conveyed directly to existing drainage facilities, and the rate and amount of erosion would not increase substantially as compared to existing conditions. In addition, four Mitigation Measures (MM C.2-1 through MM C.2-3 and MM C.3-1) from EIR No. 374 would continue to apply to the Project and would further reduce the Project's potential to result in wind or water-related erosion that could adversely affect the environment. Similar to the conclusion reached by EIR No. 374, Project-related impacts due to erosion-related hazards would be less than significant with mitigation.

Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

e) Would the Project substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

EIR No. 374 Finding: EIR No. 374 determined that the construction of buildings, roads, and other impervious surfaces associated with development of the Winchester 1800 project site would result in increased on-site stormwater runoff. EIR No. 374 estimated that total project outflow (including Lake Skinner and tributary areas) would increase from a 100-year cfs of 17,300 in the natural condition to 20,680 cfs in the developed condition, which would incrementally increase downstream flows. On-site and tributary flows would be accommodated by the proposed storm drain master plan. Therefore, EIR No. 374 concluded that the Winchester 1800 SP project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, and impacts would be less than significant. (Riverside County, 1997, p. V-35)

No Substantial Change from Previous Analysis: According to the Project's hydrology study (*Technical Appendix G1*) post-development runoff from the site would increase during 100-year (24-hour duration) storm events (i.e., from 45.7 cfs under existing conditions to 56.4 cfs under post-development conditions) (Huitt-Zollars, 2019a, p. 5). Although peak runoff from the site would increase under the Project, the Project area was previously improved as part of Tentative Tract Map 30167 with stormwater drainage infrastructure (i.e., the RCFC basin and the existing storm drain within Benton Road) that was sized to accommodate the existing land use designation of the Project site (i.e., commercial retail and very high density residential). The Project Applicant is proposing HDR land uses, and as such the Project would result in less runoff flow from the Project site than was originally anticipated when constructing the RCFC basin and storm drain within Benton Road because HDR land uses, as proposed by the Project, have reduced areas of impervious surfaces as compared to buildout of the site in accordance with the approved land use plan (i.e., with VHDR and CR land uses). Therefore, the existing infrastructure in the area would

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sufficiently accommodate the Project's total runoff flow and the Project would not have the potential to substantially increase flooding hazards downstream. As such, and consistent with the findings of EIR No. 374, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

f) Would the Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

EIR No. 374 Finding: EIR No. 374 determined that the proposed storm drain master plan would accommodate on-site and tributary flows. The actual size and location of the drainage system would be determined at the Tract Map stage of development per the requirements of the RCFC. Therefore, the Winchester 1800 SP project was determined not to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts were determined to be less than significant. (Riverside County, 1997, p. V-35)

EIR No. 374 also determined that runoff entering the storm drain system would contain minor amounts of pollutants typical of urban use including pesticides, fertilizers, oil and rubber residues, detergents, hydrocarbon particles, and other debris. The EIR concluded that this type of runoff would contribute to the incremental degradation of water quality downstream. As such, EIR No. 374 identified Mitigation Measures MM C.7-1 through MM C.7-3 to ensure that impacts to water quality would be less than significant. EIR No. 374 also did not identify any impacts associated with runoff that could exceed the capacity of existing or planned stormwater drainage systems. (Riverside County, 1997, p. V-64)

No Substantial Change from Previous Analysis: According to the Project's hydrology study (*Technical Appendix G1*) post-development runoff from the site would increase during 100-year (24-hour duration) storm events [i.e., from 45.7 cfs under existing conditions to 56.4 cfs under Project-specific (145 HDR dwelling units) post-development conditions] (Huitt-Zollars, 2019a, p. 5). Although peak runoff from the site would increase under the Project, the Project area was previously improved as part of Tentative Tract Map 30167 with stormwater drainage infrastructure (i.e., the RCFC basin and the existing storm drain within Benton Road) that was sized to accommodate the existing land use designation of the Project site (i.e., VHDR and CR land uses). Because the Project Applicant is proposing HDR land uses, the Project would result in less runoff flow from the Project site than was originally anticipated when constructing the RCFC basin and storm drain within Benton Road because the proposed HDR land uses would have less areas of impervious surfaces as compared to development of the site with VHDR and CR land uses. As such, and consistent with the conclusion reached by EIR No. 374, the Project would not exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

With respect to water quality, and consistent with the conditions that existed when EIR No. 374 was certified, receiving waters for the property's drainage are the Warm Springs Creek and Murrieta Creek. Warm Springs Creek is impaired by pesticides, bacteria and viruses, metals, and nutrients, while Murrieta Creek is impaired by pesticides, bacteria and viruses, metals, nutrients, and sediment toxicity. (Huitt-

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Zollars, 2019b, p. 7) Because the Project consists of a site-specific development that includes more detail than the land uses evaluated by EIR No. 374, a site-specific WQMP was required for the Project and is included as *Technical Appendix G2*. According to the WQMP, the Project's priority pollutants of concern are bacterial indicators, nutrients, pesticides, sediments, trash and debris, and oil and grease (Huitt-Zollars, 2019b, p. 26). To meet NPDES requirements, and consistent with the assumptions made by EIR No. 374, the Project's proposed storm drain system is designed to route the first flush runoff generated on the Project site to two proposed detention basins. The detention basins have been designed to detain runoff and provide water quality treatment, which would be effective in reducing the potential for pollutants in runoff leaving the Project site. Consistent with the conclusion reached by EIR No. 374, the proposed drainage plan, including the proposed detention basins, would preclude the Project's pollutants of concern in runoff leaving the site. As such, the Project would not create substantial additional sources of polluted runoff.

Furthermore, and consistent with the assumptions made by EIR No. 374, the Project would be required to implement a WQMP during long-term operation, pursuant to the requirements of the applicable NPDES permit. The WQMP was prepared to evaluate the Project and is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The WQMP identifies structural controls (including the proposed detention basins) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Consistent with the conclusion reached by EIR No. 374, mandatory compliance with the WQMP would ensure that the Project does not create substantial additional sources of polluted runoff during long-term operation. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

g) Would the Project impede or redirect flood flows?

EIR No. 374 Finding: EIR No. 374 noted that the Winchester 1800 SP project is located within the Lake Skinner Dam inundation area. EIR No. 374 also noted that development of the project would result in an increase in impervious surfaces which would result in increased runoff that would have the potential to impede or redirect flood flows. EIR No. 374 noted the Winchester 1800 SP project included a proposed Master Drainage Plan, which would reduce impacts of increased surface runoff and provide protection from flooding during 100-year storm events. Furthermore, EIR No. 374 determined the project was subject to Drainage Improvement fees as well as Mitigation Measures MM C.4-1 through MM C.4-6 to reduce impacts to flood flows to less than significant. EIR No. 374 concluded that compliance with mitigation, impacts to impeding or redirecting flood flows would be reduced to less than significant. (Riverside County, 1997, pp. V-36 - V-37)

No Substantial Change from Previous Analysis: According to Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency, the Project site is located within "Zone D," which encompasses areas that contain possible but undetermined flood hazards. (FEMA, 2008) Additionally, as

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described in detail in Threshold 23(c) above, the existing infrastructure would have sufficient capacity to accommodate the Project's runoff flows and the Project would not cause a substantial increase in the amount of surface runoff that could exceed the capacity of the existing storm drain facilities. Furthermore, the Project would be required to comply with mitigation measures identified in EIR No. 374 that would reduce flood flow impacts to less than significant. As such, and consistent with the conclusion reached by EIR No. 374, the Project would not impede or redirect flood flows either on-site or downstream. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

h) In flood hazard, tsunami, or seiche zones, would the Project risk the release of pollutants due to project inundation?

EIR No. 374 Finding: EIR No. 374 determined that portions of the Winchester 1800 SP project site lie within the inundation area of Lake Skinner Dam. Additionally, seiche hazards exist originating from Lake Skinner Reservoir due to the reservoir being approximately 3,000 feet east from the Winchester 1800 SP project site. Therefore, it is likely that any seiche flood water would fall within the limits of inundation for a dam failure. The EIR identified Mitigation Measure MM C.4-1 to reduce impacts related to flooding by requiring notification to future property owners and coordination with emergency management agencies to ensure public safety in the event of a seiche. EIR No. 374 concluded that with incorporation of mitigation, impacts would be less than significant. (Riverside County, 1997, pp. V-21, V-37)

No Substantial Change from Previous Analysis: As with the conditions that existed when EIR No. 374 was certified, the Project site is located approximately 30 miles northeast of the Pacific Ocean; thus, the Project site is not subject to hazards associated with tsunamis, nor are there any components of the Project that could contribute to tsunami-related hazards. According to the FIRM prepared by FEMA, the Project site is not located within the 100-year flood hazard area (FEMA, 2008). According to Riverside County GIS, a small area in the northwestern corner of the Project site is located within an area subject to flooding (RCIT, 2020). The Project would be required to comply with mitigation measures identified in EIR No. 374 that would reduce flood hazard impacts to less than significant. As such, and consistent with the finding reached by EIR No. 374, the Project site would not be subject to inundation during flood events. The Project site is located within the Lake Skinner Dam inundation area, indicating that the site is subject to hazards associated with seiches. Therefore, the Project would be subject to the mitigation measure identified in EIR No. 374, which would ensure seiche impacts would be reduced to less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

i) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

EIR No. 374 Finding: EIR No. 374 noted that the Winchester 1800 SP project site was located within the San Diego RWQCB and would be required to comply with the San Diego RWQCB's San Diego Region Basin

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Water Quality Control Program. As such, EIR No. 374 concluded impacts due to a conflict with an applicable water quality control plan would be less than significant. (Riverside County, 1997, p. V-64)

No Substantial Change from Previous Analysis: As discussed above under Threshold 23(a), the Project would fully comply with the San Diego RWQCB's San Diego Region Basin Water Quality Control Program. Compliance with the San Diego Region Basin Water Quality Control Program involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP would specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern (including sediment) are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the Project site. Mandatory compliance with the SWPPP would ensure that the Project does not conflict with or obstruct implementation of a water quality control plan during construction.

Furthermore, the Project Applicant would be required to implement a WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix G2*. The WQMP identifies structural controls (including the proposed detention basins) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

As discussed above under Threshold 23(b), the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge; thus, the Project would not conflict with or obstruct implementation of any sustainable groundwater management plan. Impacts would be less than significant.

Based on the foregoing analysis, implementation of the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address hydrology and water quality impacts. Mitigation Measures MM C.4-1 through MM C.4-6 specifically address flood flow impacts. MM C.4-1 is listed above in under the discussion of Geology and Soils in Threshold 16(a) and MM C.4-2 through MM C.4-6 are listed below. Additionally, EIR No. 374 identified Mitigation Measures MM C.7-1 through MM C.7-3, which address water quality impacts. These measures would continue to apply to the Project and would be enforced as part of the Project's conditions of approval.

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MM C.4-2 Proposed grading and drainage improvements shall conform to Sections 2907 and 7012 of the Uniform Building Code and shall incorporate the minimum standards required for the FEMA which insures that 100-year flood protection is provided to all habitable dwellings located within a floodplain.

MM C.4-3 Storm drain and flood control facilities discharging at the tract boundary shall be designed in order to outlet at the pre-existing velocity and depths in order to minimize impacts to the downstream property owners.

MM C.4-4 Any impact to blue-line watercourses identified on a USGS map requires application for an Army Corps of Engineer 404 Permit. In addition, a 1603 or 1601 Permit from the California Department of Fish and Game would be required since this project involves construction within a natural stream course.

MM C.4-5 The project site is within the RCFCWCD Santa Gertrudis Valley and Warm Springs Valley Subwatersheds of the Murrieta Creek Area Drainage Plan and is subject to drainage fees of \$1,023 and \$530 per acre, respectively.

MM C.4-6 All projects proposing construction activities including cleaning, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site retention; covered storage of all outside storage facilities; vegetated swales; monitoring programs; etc.

MM C.7-1 In accordance with the requirements of the Riverside County Flood Control District, the project will employ erosion control devices during grading, such as temporary berms, culverts, sand-bagging or desilting basins.

MM C.7-2 The project will comply with the requirements of the California State Water Quality Control Board, San Diego Region.

MM C.7-3 Pursuant to requirements of the State Water Resources Control Board, enacted in November of 1991, a State-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all construction activities. Construction activity includes: cleaning, grading, or excavation that results in the disturbance of at least five acres of total land area or activity which is part of a larger common plan of development of five acres or greater. Therefore, as mitigation for this Specific Plan, the developer or builder shall obtain the appropriate State NPDES permits prior to commencing grading activities. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES Program.

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5.1.11 Land Use and Planning

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
24. Land Use				
a. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

EIR No. 374 Finding: EIR No. 374 evaluated the Winchester 1800 SP project’s potential to cause a significant impact due to a conflict with the General Plan and other applicable regulations under the discussion of each environmental issue area. EIR No. 374 concluded that the Winchester 1800 SP project would be consistent with the General Plan and all other policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. As such, EIR No. 374 concluded impacts due to a conflict with applicable land use plans, policies, and regulations would be less than significant. (Riverside County, 1997, pp. V-16 - V-17)

No Substantial Change from Previous Analysis: The Project site is located within Planning Area 40 and a portion of Planning Area 41 of the Winchester 1800 SP, which in turn is located in the SWAP portion of the Riverside County General Plan. The Winchester 1800 SP and the General Plan designate Planning Area 40 for “Commercial Retail (CR)” land uses and Planning Area 41 is designated for “Very High Density Residential (VHDR)” land uses. The Project Applicant proposes a General Plan Amendment, Specific Plan Amendment, and Change of Zone. The proposed General Plan Amendment would amend the General Plan Land Use Plan land use designations as they pertain to Planning Area 40 from CR to “High Density Residential (HDR)” and the designations as they pertain to Planning Area 41 from VHDR to HDR, which pursuant to proposed SP 286A7 would allow for the development of the site with residential uses with a density range of 8.0-14.0 du/ac with a maximum of 145 dwelling units. Similarly, the proposed Specific Plan Amendment would amend the Specific Plan Land Use Plan land use designations as they pertain to Planning Area 40 from “Commercial Retail” to “High Density Residential” and the designations as they pertain to Planning Area 41 from “Very High Density Residential” to “High Density Residential,” which pursuant to proposed SP 286A7 would allow for the development of the site with residential uses with a

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density range of 8.0-14.0 du/ac with a maximum of 145 dwelling units. The proposed Specific Plan Amendment would increase the total number of units within the Specific Plan by 10 additional units (allocating those 10 units to Planning Area 40), and the commercial uses identified for Planning Area 40 by the approved SP 286 would not be developed. With adoption of the Project's proposed GPA and SP 286A7, the Project would be fully consistent with the land use designations of SP 286 and the General Plan.

Additionally, the Project is located within the Highway 79 Policy Area of the SWAP. The Highway 79 Policy Area calls for overall traffic within the Policy Area to be reduced by 9% as compared to the trips projected from the General Plan traffic model for residential land use designations. Under the Highway 79 Policy, the permitted number of units is calculated using the County established mid-point for the approved designation. Under existing conditions, Planning Area 41 comprises 22.6 acres and is designated for VHDR land uses, which has a mid-point density of 17.0 dwelling units per acre (du/ac). Thus, the General Plan traffic model would have assumed Planning Area 41 would be developed with up to 384 dwelling units (22.6 acres x 17 du/ac = 384 dwelling units). Pursuant to the Highway 79 Policy Area, this means that Planning Area 41 would be restricted to a maximum of 349 residential dwelling units in order to comply with the policy (i.e., 9% below 384 dwelling units). Of the 349 dwelling units, 204 units have already been built, which leaves 145 units available for reallocation to proposed Planning Area 40. Although the Project would require a General Plan Amendment and a Specific Plan Amendment and would increase the total number of units within the Specific Plan by 10, the Project would result in the same number of dwelling units that are currently allowed by the Highway 79 Policy Area. As such, the Project would not cause a significant environmental impact due to a conflict with the policies or requirements Winchester 1800 SP. In addition, with approval of the Project's GPA, SPA, and CZ, the Project would not conflict with the land use designations and policies of the General Plan or the Winchester 1800 SP. Impacts would be less than significant.

Additionally, as part of its review of the Project, Riverside County evaluated the Project for consistency with applicable General Plan and SWAP policies, and concluded that the Project would be consistent with or otherwise would not conflict with the General Plan or SWAP. Moreover, the Project is fully consistent with the land use designations and requirements of the General Plan and SWAP, assuming approval of the Project's GPA. Thus, the Project would not conflict with any General Plan or SWAP policies that were adopted for the purpose of avoiding or mitigating an environmental effect.

Based on the foregoing analysis, the Project would not conflict with the land use designations and policies of the General Plan, SWAP, or Winchester 1800 SP, including policies and requirements adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

b) Would the Project disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

EIR No. 374 Finding: Although EIR No. 374 did not address this subject, EIR No. 374 contained enough information about existing conditions and zoning of the Winchester 1800 SP site and surrounding areas

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that with the exercise of reasonable diligence, information about Winchester 1800 SP’s potential effect to disrupt or divide the physical arrangement of an established community (including a low-income or minority community) was readily available to the public. EIR No. 374 did not evaluate impacts to disrupting or dividing an established community. (Riverside County, 1997)

No Substantial Change from Previous Analysis: The Project would not result in the physical disruption or division of any established communities. The Project’s proposed residential uses represent the continuation of existing development patterns in the area, which include existing and planned residential, public facility, and recreational land uses. With implementation of the Project as proposed, public access through the Project site would be maintained, and the Project would not disrupt or divide an established community. No impacts would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

5.1.12 Mineral Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
25. Mineral Resources				
a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Potentially expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?**
- b) **Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

EIR No. 374 Finding: EIR No. 374 determined that no mineral resources were present on the property. As such, EIR No. 374 concluded that adverse impacts associated with the loss of mineral resources would not occur. (Riverside County, 1997, p. V-119)

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No Substantial Change from Previous Analysis: Based on available information, the Project site has never been the location of mineral resource extraction activity and no mines are located on the property under existing conditions. According to Figure OS-6 of the Riverside County General Plan, the Project site is designated within Mineral Resource Zone 3 (MRZ-3) pursuant to the Surface Mining and Reclamation Act of 1975 (SMARA) (Riverside County, 2015a, Figure OS-6). MRZ-3 is defined by the State of California Department of Conservation SMARA Mineral Land Classification Project as “Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.” Thus, the Project site does not contain any known mineral resources that would be of value to the region or residents of the State. Furthermore, the Project site is not identified as an important mineral resource recovery site by the County General Plan, SWAP, or the adopted SP 286. Accordingly, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State, nor would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, and no impact would occur. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

- c) **Would the Project potentially expose people or property to hazards from proposed, existing or abandoned quarries or mines?**

EIR No. 374 Finding: EIR No. 374 determined that no mineral resources were present on the property. As such, EIR No. 374 concluded that no adverse impacts associated with exposing people or property to hazards from proposed, existing, or abandoned quarries or mines would not occur. (Riverside County, 1997, p. V-119)

No Substantial Change from Previous Analysis: The area surrounding the Project site is not classified as an important mineral resource area, and there are no existing surface mines in the vicinity of the Project site (Riverside County, 2015a, Figure OS-6). Accordingly, there is no potential for the Project to be an incompatible land use adjacent to an important mineral resource recovery zone or existing, active mine and no impact would occur. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

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5.1.13 Noise

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
26. Airport Noise				
a. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels? NA <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the Project expose people residing or working in the project area to excessive noise levels?

EIR No. 374 Finding: EIR No. 374 determined that the Winchester 1800 SP-project site was outside of the French Valley Airport’s Traffic Pattern Zone and outside the 55 CNEL noise contour according to the French Valley Airport Comprehensive Land Use Plan. However, the EIR also noted that due to the expanded “Interim Airport-Influence Area” portions of the site were within Area III of the AIA. Mitigation Measure MM C.5-4 was identified by EIR No. 374 to ensure that the project would not expose people residing or working in the area to excessive noise levels. As such, EIR No, 374 determined that impacts would be less than significant with mitigation. (Riverside County, 1997, pp. V-196 - V-197)

No Substantial Change from Previous Analysis: The Project site occurs outside of the 55 dBA CNEL airport noise contours (Vista Environmental, 2019b, p. 36). Therefore, future residents on the Project site would not be exposed to excessive aircraft noise. Impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

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b) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels?

EIR No. 374 Finding: EIR No. 374 did not identify any private airstrips or heliports within the vicinity of the Winchester 1800 SP project site. Thus, EIR No. 374 determined that no private airstrip-related safety hazards affecting future site residents or workers would occur. (Riverside County, 1997, pp. V-196 - V-197)

No Substantial Change from Previous Analysis: Consistent with the findings prepared for EIR No. 374, the Project site is not located within the vicinity of a private airstrip. The nearest airport is French Valley Airport that is located as near as 1.3 mile southwest of the Project site. Accordingly, the Project would not expose people residing or working in the project area to excessive noise levels associated with private airport noise, and there would be no impact. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
27. Noise Effects by the Project				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project cause generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?

EIR No. 374 Finding: EIR No. 374 determined the implementation of SP 286 would result in a temporary increase in ambient noise levels during construction. The EIR noted that construction occurring adjacent to existing residential areas would be restricted to hours specific within Riverside County Ordinance No. 457.78. In addition, EIR No. 374 determined that development of the Winchester 1800 Specific Plan would generate traffic and would alter the noise levels in surrounding areas under long-term operation. As such, EIR No. 374 identified Mitigation Measures MM C.5-1 through MM C.5-4 to reduce temporary and

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permanent ambient noise impacts. EIR No. 374 concluded that noise impacts would be less than significant with mitigation incorporated. (Riverside County, 1997, p. V-41)

No Substantial Change from Previous Analysis: The Project would result in the construction of up to 145 single-family homes on the 16.6-acre Project site. In order to evaluate the Project's site-specific elements, a Noise Impact Analysis (NIA) was required for the Project and is provided as *Technical Appendix H*. The Project's NIA (*Technical Appendix H*) includes a detailed analysis of the Project's potential to result in a substantial temporary and/or permanent increase in ambient noise levels, and was prepared in part to demonstrate that the Project's anticipated noise impacts would be within the scope of analysis of EIR No. 374. Refer to the NIA for a detailed description of noise fundamentals, applicable regulatory requirements, the existing noise environment, and the methods and procedures used to evaluate the Project's noise impacts. As explained below, the noise that would be generated by the Project is fully analyzed in and covered by the analysis of noise impacts set forth in EIR No. 374. Provided below is a summary of the results of the analysis for construction and long-term operation of the Project.

A. Construction-Related Impacts

Consistent with the findings of EIR No. 374, the Project has the potential to cause temporary or periodic increases in ambient noise levels during construction activities. Construction characteristics associated with the Project would not be substantially different from what was evaluated and disclosed by EIR No. 374. EIR No. 374 disclosed that construction-related noise impacts would be potentially significant, but would be reduced to less-than-significant levels with implementation of Mitigation Measures MM C.5-1 through MM C.5-2 to reduce temporary ambient noise impacts. Notwithstanding, the Project's NIA (*Technical Appendix H*) includes an assessment of potential noise impacts that could affect sensitive receptors during construction activities. The results of the analysis are presented below.

Noise impacts from construction activities associated with the Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the Project site are single-family homes located immediately west of the Project site. There are also single-family homes located as close as 60 feet to the east of the Project site and multi-family homes located as close as 75 feet to the north of the Project site (Vista Environmental, 2019b, p. 27).

Threshold of Significance - Construction

Based on the Federal Transit Administration (FTA) construction noise criteria thresholds, noise impacts due to Project-related construction activities would be potentially significant if construction noise exceeds 80 dBA averaged over 8 hours during the daytime at any of the nearby homes, and 70 dBA averaged over 8 hours during the nighttime at any of the nearby homes. Refer to Section 4.1 of the Project's NIA (*Technical Appendix H*) for a discussion of how thresholds of significance were selected for analysis.

Construction Reference Noise Levels

The construction activities for the Project consists of demolition of the existing ranch house and concrete pads, site preparation and grading of the approximately 16.6-acre Project site, building construction of up

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to 145 single-family homes, paving of on-site roads and adjacent existing roads, sidewalks and driveways, and application of architectural coatings.

The noise impacts from construction of the Project have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). The FHWA compiled noise measurement data regarding the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston. Table 5-9, *Construction Equipment Noise Emissions and Usage Factors*, provides a list of the construction equipment anticipated to be used for each phase of construction.

Table 5-9 Construction Equipment Noise Emissions and Usage Factors

Equipment Description	Number of Equipment	Acoustical Use Factor¹ (percent)	Spec 721.560 Lmax at 50 feet² (dBA, slow³)	Actual Measured Lmax at 50 feet⁴ (dBA, slow³)
Demolition				
Concrete Saw	1	20	90	90
Excavator	3	40	85	81
Rubber Tired Dozer	2	40	85	82
Site Preparation				
Rubber Tired Dozer	3	40	85	82
Tractor, Loader or Backhoe ⁵	4	40	84	N/A
Grading				
Excavator	1	40	85	81
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Scraper	4	40	85	84
Tractor, Loader or Backhoe ⁵	2	40	84	N/A
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	3	40	85	83
Generator	1	50	82	81
Tractor, Loader or Backhoe ⁵	3	40	84	N/A
Welder	1	40	73	74
Paving				
Paver	2	50	85	77
Paving Equipment	2	50	85	77
Roller	2	20	85	80
Architectural Coating				
Air Compressor	1	40	80	78

Notes:

¹ Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.

² Spec 721.560 is the equipment noise level utilized by the RCNM program.

³ The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.

⁴ Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.

⁵ For the tractor/loader/backhoe, the tractor noise level was utilized, since it is the loudest of the three types of equipment.

Source: Federal Highway Administration, 2006 and CalEEMod default equipment mix.

(Vista Environmental, 2019b, Table F)

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Construction noise impacts to the nearby sensitive receptors have been calculated according to the equipment noise levels and usage factors listed in Table 5-9 and through use of the RCNM. For each phase of construction, the nearest piece of equipment was placed at the shortest distance of possible locations for the proposed activity to the nearest sensitive receptor plus 10 feet to account for the County’s residential backyard modeling guidance and each subsequent piece of equipment was placed an additional 50 feet away. Since the RCNM model calculates the hourly Leq of construction noise and the construction noise standard utilized in this analysis is based on an eight hour average noise level, the construction phases of Site Preparation and Grading, where equipment is not anticipated to operate in the same location on the Project site for more than an hour in any day, the RCNM model hourly results were averaged over an eight hour period. Also, 5 dB of attenuation was added to all receptors in the RCNM model in order to account for the existing 6-foot high plus sound walls located on the property lines of the nearby homes. (Vista Environmental, 2019b, p. 22)

Construction Noise Analysis

The construction noise analysis provided in the Project’s NIA was prepared using RCNM and the parameters and assumptions detailed in Section 6.1 of the NIA report including Table 5-9 to describe the typical construction activity noise levels for each stage of Project construction. Table 5-10, *Construction Noise Levels*, provides a summary of the construction noise levels at nearby homes measurements. As shown, the greatest noise impacts would occur during the site preparation phase of construction, with a noise level as high as 78 dBA Leq at the nearest homes that are located adjacent to the west side of the Project site. All calculated construction noise levels shown in Table 5-10 are within the FTA daytime construction noise standard of 80 dBA averaged over eight hours.

Table 5-10 Construction Noise Levels at Nearby Homes

Construction Phase	Construction Noise Level ¹ (dBA Leq) at:		
	Single-Family Homes to West	Single-Family Homes to East	Multi-Family Homes to North
Demolition	55	65	63
Site Preparation ²	78	64	62
Grading ²	77	64	63
Building Construction	76	70	70
Paving	68	69	67
Painting	65	63	62
FTA Construction Noise Threshold³	80	80	80
Exceed Thresholds?	No	No	No

¹ 5 dB of attenuation was added to all receptors in the RCNM model in order to account for the 6-foot plus walls that are located at the property lines of all nearby homes.

² Since construction equipment operating during Site Preparation and Grading would typically not operate in close proximity to any one nearby home for more than an hour per day, the hourly Leq calculated by the RCNM model was averaged over an eight hour period.

³ FTA Construction Noise Threshold obtained from Table B of the Noise Impact Analysis.

Source: RCNM, Federal Highway Administration, 2006
(Vista Environmental, 2019b, Table L)

General Plan Policy N 13.1 requires that construction noise impacts to be minimized on adjacent uses through acceptable practices and that construction activities are limited to established hours of operation

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in order to mitigate the generation of excessive or adverse noise impacts on the surrounding community. Section 9.52.020(l) of the Municipal Code provides the established hours of construction operations, and details that construction activities that occurs between 6:00 a.m. and 6:00 p.m. during the months of June through September and between 7:00 a.m. and 6:00 p.m. during the months of October through May are exempt from the Noise Ordinance. General Plan Policy N 13.3 requires construction of subdivisions that are adjacent to occupied noise sensitive land uses to submit a construction-related noise mitigation plan to the County that depicts how construction noise will be mitigated through use of temporary noise fences, preferred location of equipment and use of current noise suppression technology and equipment.

Although Project-related construction noise would be less than significant because it would not exceed 80 dBA averaged over 8 hours and construction activities would not be allowed during nighttime hours per Section 9.52.020(l) of the Municipal Code, Mitigation Measure MM C.5-5 nonetheless has been imposed on the Project to ensure compliance with General Plan Policy N 13.3, which requires the County to review and approve a construction-related noise mitigation plan, prior to issuance of the grading permit for the Project. General Plan Policy N 13.4 also requires that all construction equipment utilize noise reduction features (e.g. mufflers and engine shrouds) that are no less effectively than what was originally installed by the manufacturer. Therefore, through adherence to the allowable construction times detailed in Section 9.52.020(l) of the Municipal Code, the Project would not create a substantial temporary increase in ambient noise levels from construction of the Project. Additionally, and although not needed to reduce impacts to less-than-significant levels, implementation of Mitigation Measure MM C.5-5 would further reduce the Project's construction-related noise levels by requiring compliance with General Plan Policies N 13.3 and N 13.4. Impacts would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374. (Vista Environmental, 2019b, p. 28)

B. Long-Term Operation-Related Impacts

The Project would consist of the development of up to 145 single-family homes. Potential noise impacts associated with the operations of the Project would be from Project-generated vehicular traffic on the nearby roadways. The Project's NIA (*Technical Appendix H*) is intended to describe noise level impacts associated with the expected typical operational activities at the Project site. However, as a proposed residential community, the Project would result in noise levels typical of residential uses, and would not have the potential to result in significant noise impacts to surrounding land uses, with exception of Project-related traffic. The on-site Project-related noise sources are expected to be consistent with what was evaluated for future traffic noise impacts by EIR No. 374. In addition, the proposed development would be adjacent to San Remo, Pourroy Road, and Benton Road, which may create exterior and interior noise levels in excess of County standards at the proposed homes on site. The noise impacts to the nearby existing surrounding homes and proposed on-site homes have been analyzed separately below. (Vista Environmental, 2019b, p. 29)

Project-Related On-site Traffic Noise Impacts

The Project would consist of the development of a residential community with up to 145 single-family homes. The County's General Plan requires that the interior noise levels in new residential dwellings shall not exceed 45 dB Ldn and that the exterior backyard area noise levels shall not exceed 65 dB Ldn. It is anticipated that the primary source of noise impacts to the Project site will be traffic noise from San Remo, Pourroy Road, and Benton Road. The proposed homes would also experience some background traffic noise impacts from the Project's internal roadways and neighboring residential roadways. As the traffic on these local streets would consist of low traffic volumes at slower speeds and the traffic noise from these roads would not make a significant contribution to the noise environment, the noise levels from these local roads were not analyzed. The FHWA traffic noise prediction model parameters used in this analysis are discussed in detail in Section 6.2 of the NIA and the FHWA model printouts are provided in Appendix F of the NIA. (Vista Environmental, 2019b, p. 32)

Thresholds of Significance – On-Site Traffic-Related Noise

Noise impacts would be considered significant if any of the following would occur as a direct result of the Project. Refer to Section 4.0 of the Project's NIA (*Technical Appendix H*) for a discussion of how thresholds of significance were selected for analysis. (Vista Environmental, 2019b, p. 9)

- If the noise levels at residential uses on the Project site:
 - Exceed 65 dBA Ldn for residential exterior noise; or
 - Exceed 45 dBA Ldn for residential interior noise.

On-Site Traffic-Related Noise Levels

The anticipated noise levels have been calculated for the backyards that are adjacent to San Remo, Pourroy Road, and Benton Road for representative lots and the results are shown below in Table 5-11, *Proposed Homes Exterior Backyard Noise Levels from Nearby Roads*. Table 5-11 shows that all analyzed exterior private backyard noise levels would exceed the County's 65 dBA Ldn noise standard without construction of any sound walls. EIR No. 374 included Mitigation Measure MM C.5-3, which required preparation of a detailed noise analysis prior to grading plan approval to determine the required height of sound walls. In accordance with Mitigation Measure MM C.5-3, the Project's NIA determined the required height for sound walls on the Project site, including minimum 4.0-foot high solid walls for all backyards that are adjacent to San Remo and Pourroy Road and minimum 6.0-foot high solid walls for all backyards that are adjacent to Benton Road. Implementation of the Project's sound walls would be required by added Mitigation Measure MM C.5-8, which has been identified to implement Mitigation Measure MM C.5-3 for the proposed Project. It should be noted that the new mitigation is not proposed to address any significant impacts of the Project as CEQA is not concerned with the environment's impact on the Project; rather, the new mitigation measure has been identified to implement the mitigation measure already included in EIR No. 374. As shown in Table 5-11, with application of the proposed sound walls specified in Mitigation Measure MM C.5-8, the noise levels at the proposed homes backyard areas would be reduced to within the County's exterior residential noise standard and impacts would be less than significant.

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Table 5-11 Proposed Homes Exterior Backyard Noise Levels from Nearby Roads

Building Number	Roadway	Exterior Backyard Noise Levels (dBA Ldn)		Minimum Sound Wall Height (feet)
		Without Sound Wall	With Sound Wall	
1	San Remo	66	60	4.0
5	San Remo	66	60	4.0
9	San Remo	67	62	4.0
12	San Remo	67	62	4.0
15	Pourroy Road	67	65	4.0
19	Pourroy Road	67	63	4.0
21	Pourroy Road	67	62	4.0
25	Benton Road	71	64	6.0
29	Benton Road	71	64	6.0
32	Benton Road	71	64	6.0
37	Benton Road	71	64	6.0
41	Benton Road	71	63	6.0
45	Benton Road	71	64	6.0

Notes:

Exceedance of County's 65 dBA Ldn residential exterior noise standard shown in **bold**.

Source: FHWA RD-77-108 Model.

(Vista Environmental, 2019b, Table P)

To assess the interior noise levels related to compliance with the dBA Ldn interior noise standard, the same proposed homes analyzed for the exterior private backyard analysis were also analyzed for their interior noise levels. Per County of Riverside guidelines, the interior noise levels were calculated based on 20 dB of attenuation, which has been determined as the noise attenuation provided by standard residential architecture as defined in the County of Riverside guidelines. Table 5-12, *Proposed Homes Interior Noise Levels from Nearby Roads*, also show the interior noise levels calculated based on 30 dB of attenuation, which is the minimum attenuation rate calculated for the proposed homes.

As shown in Table 5-12, based on the County of Riverside guidelines for standard residential design of 20 dB of noise attenuation, the second floor of all homes facing Pourroy Road and Benton Road as well as Lots 9, 10, 11, 12, and 13 that face San Remo would exceed the County's 45 dBA Ldn interior noise standard. In order to ensure the Project complies with the attenuation measures as required by County of Riverside Guidelines, and in order to implement EIR No. 374 Mitigation Measure MM C.5-3 at the Project level, new Mitigation Measures MM C.5-6 and MM C.5-7 have been imposed on the Project. Table 5-12 shows with utilization of the calculated noise reduction rates for the proposed homes, as required by Mitigation Measures MM C.5-6 and MM C.5-7, the interior noise level would be within the County's 45 dBA Ldn interior noise standard and impacts would be less than significant. (Vista Environmental, 2019b, p. 34)

Conclusion – On-Site Traffic Related Noise

As demonstrated herein and in the Project's NIA (*Technical Appendix H*), the Project would not expose future sensitive receptors on site to noise levels exceeding the County General Plan's interior and exterior

Table 5-12 Proposed Homes Interior Noise Levels from Nearby Roads

Building Number	Roadway	Floor	Exterior Noise Level at Building Façade (dBA Ldn)	Interior Noise Levels (dBA Ldn)	
				Standard Design ¹	Proposed Design ²
1	San Remo	1	59	39	29
		2	65	45	35
5	San Remo	1	58	38	28
		2	64	44	34
9	San Remo	1	60	40	30
		2	66	46	36
12	San Remo	1	61	41	31
		2	66	46	36
15	Pourroy Road	1	64	44	34
		2	66	46	36
19	Pourroy Road	1	62	42	32
		2	66	46	36
21	Pourroy Road	1	63	43	33
		2	66	46	36
25	Benton Road	1	64	44	34
		2	70	50	40
29	Benton Road	1	65	45	35
		2	71	51	41
32	Benton Road	1	64	44	34
		2	70	50	40
37	Benton Road	1	64	44	34
		2	71	51	41
41	Benton Road	1	64	44	34
		2	70	50	40
45	Benton Road	1	64	44	34
		2	70	50	40

Notes:

¹ Standard Design is based on 20 dBA of noise reduction per County of Riverside General Plan.

² Proposed Design is based on .30 dBA of noise reduction (see Section 6.3 above for calculations).

Exceedance of County 45 dBA Ldn noise standard shown in **bold**.

Source: FHWA RD-77-108 Model.

(Vista Environmental, 2019b, Table Q)

noise limit standards. In order to ensure the Project complies with the attenuation measures as identified by the Project's NIA (*Technical Appendix H*) to meet the County's interior and exterior noise level standards, Mitigation Measures MM C.5-6 and MM C.5-7 have been imposed on the Project, which would reduce interior noise standard impacts to a level below significance. It should be noted that these new mitigation measures have been imposed to ensure compliance with the County's interior and exterior noise standards, and are not identified to address any new or more severe impacts associated with the Project.

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EIR No. 374 included Mitigation Measure MM C.5-3, which required preparation of a detailed noise analysis prior to grading plan approval to determine the required height of sound walls. In accordance with Mitigation Measure MM C.5-3, Mitigation Measure MM C.5-8 requires the Project Applicant construct minimum 4.0-foot high solid walls for all backyards that are adjacent to San Remo and Pourroy Road and minimum 6.0-foot high solid walls for all backyards that are adjacent to Benton Road. Construction of these walls would fulfill the requirements of Mitigation Measure MM C.5-3 at the Project level, and would ensure that on-site homes meet the County’s interior noise level standard.

With implementation of mitigation measures included in EIR No. 374 and the additional mitigation measures identified to implement EIR No. 374 Mitigation Measure MM C.5-3, on-site traffic-related noise impacts would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project-Related Off-site Traffic Noise Impacts

The potential off-site traffic noise impacts created by the on-going operations of the Project have been analyzed through utilization of the FHWA model. Parameters described in Section 6.2 of the NIA and the FHWA model traffic noise calculation spreadsheets are provided in Appendix E of the NIA. The Project’s potential off-site traffic noise impacts have been analyzed for the Existing plus Project (E+P), Existing Plus Ambient Growth plus Cumulative Year 2021, and Horizon Year 2040 scenarios that are discussed separately below.

Thresholds of Significance for Project-Related Off-Site Traffic Noise

Noise impacts would be considered significant if any of the increases indicated in Table 5-13, *Cumulative Noise Exposure Thresholds*, occur as a direct result of the proposed development. Refer to Section 4 of the Project’s NIA (*Technical Appendix H*) for a discussion of how thresholds of significance were selected for analysis. (Vista Environmental, 2019b, p. 9)

Table 5-13 Cumulative Noise Exposure Thresholds

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Project Only	Combined	Noise Exposure Increase
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Source: Federal Transit Administration, 2006.

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Existing Conditions Project Traffic Noise Level Contributions

An analysis of existing traffic noise levels plus traffic noise generated by the Project has been conducted. However, the analysis of existing traffic noise levels plus traffic noise generated by the Project scenario would not actually occur since the Project would not be fully constructed and operational until Year 2021 cumulative conditions. Thus, the information related to the Project’s impacts compared to existing conditions is provided for informational purposes only. (Vista Environmental, 2019b, p. 29)

Table 5-14, *Existing Year Traffic Noise Contributions*, shows that the Project’s permanent roadway noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA’s allowable increase thresholds summarized in Table 5-13, above.

Table 5-14 Existing Year Traffic Noise Contributions

Roadway	Segment	dBA Ldn at Nearest Receptor ¹			Increase Threshold ²
		Existing	Existing Plus Project	Project Contribution	
Leon Road	North of Benton Road	58.5	58.6	0.1	+3 dBA
Pourroy Road	North of Thompson Road	62.2	62.2	0.0	+2 dBA
Pourroy Road	South of Thompson Road	63.3	63.2	-0.1	+2 dBA
Pourroy Road	North of San Remo	64.4	64.6	0.2	+2 dBA
Pourroy Road	North of Benton Road	63.1	63.3	0.2	+2 dBA
Pourroy Road	South of Benton Road	62.1	62.2	0.1	+2 dBA
Thompson Road	West of Pourroy Road	61.9	61.9	0.0	+2 dBA
San Remo	West of Pourroy Road	52.2	56.3	4.1	+5 dBA
Benton Road	West of Leon Road	65.7	65.9	0.2	+1 dBA
Benton Road	West of Cognac Street	63.4	63.6	0.2	+2 dBA
Benton Road	East of Cognac Street	62.0	62.3	0.3	+2 dBA
Benton Road	West of Pourroy Road	62.2	62.5	0.3	+2 dBA
Benton Road	East of Pourroy Road	59.7	59.8	0.1	+2 dBA

Notes:

¹ Distance to nearest residential use shown in Table H of the NIA, does not take into account existing noise barriers.

² Increase Threshold obtained from the FTA’s allowable noise impact exposures detailed above in Table A of the NIA.

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

(Vista Environmental, 2019b, Table M)

Therefore, the Project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant. (Vista Environmental, 2019b, p. 30)

Year 2021 Existing Plus Cumulative Projects Conditions Off-Site Traffic-Related Noise

Table 5-15, *Year 2021 Existing Plus Cumulative Projects Traffic Noise Contributions*, presents the Year 2021 Existing Plus Cumulative Projects Conditions noise levels. The Project’s potential offsite traffic noise impacts have been calculated through a comparison of the existing plus ambient growth plus cumulative year 2021 scenario to the existing plus ambient growth plus cumulative year 2021 with project scenario.

Table 5-15 Year 2021 Existing Plus Cumulative Projects Traffic Noise Contributions

Roadway	Segment	dBA Ldn at Nearest Receptor ¹			Increase Threshold ²
		2021 Without Project	2021 With Project	Project Contribution	
Leon Road	North of Benton Road	58.7	58.9	0.2	+3 dBA
Pourroy Road	North of Thompson Road	62.3	62.5	0.2	+2 dBA
Pourroy Road	South of Thompson Road	63.3	63.5	0.2	+2 dBA
Pourroy Road	North of San Remo	64.7	65.0	0.3	+1 dBA
Pourroy Road	North of Benton Road	63.5	63.7	0.2	+2 dBA
Pourroy Road	South of Benton Road	62.3	62.4	0.1	+2 dBA
Thompson Road	West of Pourroy Road	61.9	62.1	0.2	+2 dBA
San Remo	West of Pourroy Road	52.2	56.3	4.1	+5 dBA
Benton Road	West of Leon Road	66.2	66.3	0.1	+1 dBA
Benton Road	West of Cognac Street	63.9	64.1	0.2	+2 dBA
Benton Road	East of Cognac Street	62.5	62.8	0.3	+2 dBA
Benton Road	West of Pourroy Road	62.8	63.1	0.3	+2 dBA
Benton Road	East of Pourroy Road	60.6	60.6	0.0	+2 dBA

Notes:

¹ Distance to nearest residential use shown in Table H of the NIA, does not take into account existing noise barriers.

² Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in Table A of the NIA.

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

(Vista Environmental, 2019b, Table N)

The Year 2021 Existing Plus Cumulative Projects Conditions noise levels are expected to range from 56.3 to 66.3 dBA Ldn. Table 5-15 shows that the Project off-site traffic noise level increases would range from 0.0 to 4.1 dBA Ldn. The Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA's allowable increase thresholds detailed in Table 5-13. Therefore, the Project would not result in a substantial permanent increase in ambient noise levels due to Project-generated traffic for the Existing Plus Ambient Growth plus Cumulative Year 2021 conditions. Impacts would be less than significant. (Vista Environmental, 2019b, p. 31)

Horizon Year 2040 Conditions Off-Site Traffic-Related Noise

The Project's potential off-site traffic noise impacts have been calculated through a comparison of the Horizon Year 2040 scenario to the Horizon Year 2040 With Project scenario. Table 5-16, *Horizon Year 2040 Traffic Noise Contributions*, shows that the Project off-site traffic noise level increases would range from 0.1 to 2.0 dBA Ldn. The Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA's allowable increase thresholds detailed in Table 5-13. Therefore, the Project would not result in a substantial permanent increase in ambient noise levels due to Project-generated traffic for the Horizon Year 2040 conditions. Impacts would be less than significant. (Vista Environmental, 2019b, p. 32)

Table 5-16 Horizon Year 2040 Traffic Noise Contributions

Roadway	Segment	dBA Ldn at Nearest Receptor ¹			Increase Threshold ²
		2040 Without Project	2040 With Project	Project Contribution	
Leon Road	North of Benton Road	63.5	63.6	0.1	+2 dBA
Pourroy Road	North of Thompson Road	63.6	63.7	0.1	+2 dBA
Pourroy Road	South of Thompson Road	64.0	64.2	0.2	+2 dBA
Pourroy Road	North of San Remo	65.4	65.6	0.2	+1 dBA
Pourroy Road	North of Benton Road	64.1	64.2	0.1	+2 dBA
Pourroy Road	South of Benton Road	63.6	63.7	0.1	+2 dBA
Thompson Road	West of Pourroy Road	62.5	62.7	0.2	+2 dBA
San Remo	West of Pourroy Road	56.6	58.6	2.0	+3 dBA
Benton Road	West of Leon Road	66.7	66.8	0.1	+1 dBA
Benton Road	West of Cognac Street	65.8	65.9	0.1	+1 dBA
Benton Road	East of Cognac Street	65.0	65.1	0.1	+1 dBA
Benton Road	West of Pourroy Road	65.4	65.5	0.1	+1 dBA
Benton Road	East of Pourroy Road	64.1	64.2	0.1	+2 dBA

Notes:

¹ Distance to nearest residential use shown in Table H of the NIA, does not take into account existing noise barriers.² Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in Table A of the NIA.

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

(Vista Environmental, 2019b, Table O)

Conclusion – Traffic Related Noise Impacts

The preceding analysis demonstrates that Project-related traffic would expose sensitive receptors located along study area roadway segments to Project-related noise level increases of less than 4.1 dBA CNEL under all analysis scenarios. Based on the criteria presented herein and summarized in Table 5-13, the Project's traffic-related noise impacts would represent a less-than-significant impact for which no mitigation is required. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

C. Conclusion

Construction characteristics associated with the Project would not be substantially different from what was evaluated and disclosed by EIR No. 374. EIR No. 374 disclosed that construction-related noise impacts would be potentially significant, but would be reduced to less-than-significant levels with implementation of Mitigation Measures MM C.5-1. Although Project-related construction noise impacts would be less than 80 dBA Leq and therefore would be less than significant, new Mitigation Measure MM C.5-5 has been identified to implement the County's requirement to prepare a construction-related noise mitigation plan, implementation of which would further ensure construction-related noise impacts are less than significant. As such, Project-related construction noise impacts would be consistent with the conclusions reached by EIR No. 374 and no new or more severe impacts would occur.

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EIR No. 374 identified Mitigation Measure C.5-3 in order to ensure that on-site residential uses are not exposed to traffic-related noise levels exceeding the County's interior and exterior noise level standards of 45 dBA and 65 dBA, respectively. Mitigation Measures MM C.5-6 through MM C.5-8 have been identified to implement Mitigation Measure C.5-3 at the Project level, which would reduce interior and exterior noise levels to below the County's interior and exterior noise level limits, and impacts would therefore be less than significant.

As demonstrated in the Project-specific analysis provided herein, the Project would not expose any sensitive receptors to transportation-related noise increases over 4.1 dBA. Based on the thresholds of significance identified in Table 5-13, the Project would not result in a significant impact due to off-site transportation-related noise increases and impacts would be less than significant.

Accordingly, the Project would not cause exposure of persons to temporary or permanent increase in the ambient noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

b) Would the Project cause generation of excessive ground-borne vibration or ground-borne noise levels?

EIR No. 374 Finding: EIR No. 374 indicated that land uses associated with the Winchester 1800 SP would not be the type of lands uses that would generate excessive groundborne vibrations or groundborne noise levels during normal operations. Groundborne vibrations may be generated infrequently by use of heavy construction machinery; however, that this type of noise would be temporary and infrequent, and would be considered less-than-significant adverse impact. As such, EIR No. 374 did not identify any impacts associated with ground-borne vibration or ground-borne noise levels.

No Substantial Change from Previous Analysis: The Project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. Construction characteristics assumed in EIR No. 374 and the Project would be similar. Construction of the Project would have the potential to occur due to use of heavy construction machinery; however, similar to the finding of EIR No. 374, this type of noise and vibration would be temporary and infrequent. The Project would consist of the development of up to 145 single-family homes. The on-going operation of the Project would not include the operation of any known vibration sources other than typical on-site vehicle operations for a residential development. Therefore, consistent with the findings of EIR No. 374, a less than significant vibration impact is anticipated from construction and operation of the Project.

Notwithstanding, in order to confirm the findings of EIR No. 374 with respect to groundborne noise and vibration, a noise and vibration analysis was included as part of the Project's NIA (*Technical Appendix H*), the results of which are presented below for both construction and operational activities.

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Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion, consistent with the finding of EIR No. 374. Vibration impacts from construction activities associated with the Project would typically be created from the operation of heavy off-road equipment. (Vista Environmental, 2019b, p. 26)

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided below in Table 5-17, *Vibration Source Levels for Construction Equipment*, and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 5-17, gives approximate vibration levels for particular construction activities. (Vista Environmental, 2019b, p. 26)

Table 5-17 Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L _v) at 25 feet
Pile driver (impact)	Upper range	112
	typical	104
Pile driver (sonic)	Upper range	105
	typical	93
Clam shovel drop (slurry wall)	0.202	94
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration, May 2006.
(Vista Environmental, 2019b, Table K)

The primary source of vibration during construction would be from the operation of a bulldozer. Based on the information contained in Table 5-17, a large bulldozer would create a vibration level of 0.089 inch per second peak particle velocity (PPV) at 25 feet. Based on typical propagation rates, the vibration level at the nearest off-site receptor that has been modeled as 10 feet away per guidance provided in the County of Riverside General Plan and would be 0.24 inch per second PPV. The vibration level at the nearest off-site receptor would be below the FTA vibration threshold, which is 0.25 inch per second PPV. Therefore, a less-than-significant vibration impact is anticipated from construction of the Project. (Vista Environmental, 2019b, p. 35)

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Operational Vibration Impacts

The Project would consist of the development of up to 145 single-family homes. The on-going operation of the Project would not include the operation of any known vibration sources other than typical on-site vehicle operations for a residential development. Therefore, a less-than-significant vibration impact would occur from operation of the Project. (Vista Environmental, 2019b, p. 36)

Vibration Impacts Conclusion

As indicated in the preceding analysis, and consistent with the findings of EIR No. 374, the Project would not cause exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, and impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to noise. Two of these measures, Mitigation Measures MM C.5-1 and MM C.5-3, listed below, would continue to apply to the Project and would be enforced as part of the Project's conditions of approval. Additionally, while EIR No. 374 included Mitigation Measures MM C.5-2, which required preparation of an acoustical report for commercial, light industrial, and office building uses, the Project does not include commercial, light industrial, or office buildings uses; thus, MM C.5-2 is not applicable to the Project. Furthermore, while EIR No. 374 included Mitigation Measures MM C.5-4, which included airport noise attenuation measures for Planning Areas 20, 35, 36, 37, 44 and 45, the Project as evaluated herein would only affect Planning Areas 40 and 41; thus, MM C.5-4 is not applicable to the Project.

In addition, although Project-related construction noise impacts would be less than significant, Mitigation Measure MM C.5-5 has been identified to implement the County's standard requirement for preparation of construction-related noise plans, and would further reduce the Project's less-than-significant construction-related noise impacts. Additionally, although impacts due to traffic-related noise affecting future on-site residences would be less than significant under CEQA because such impacts involve the environment's impact on the Project, a site-specific NIA was prepared for the Project (*Technical Appendix H*) in order to implement EIR No. 374 Mitigation Measure MM C.5-3. The Project's NIA identifies measures to ensure that proposed on-site homes would meet the County's interior and exterior noise limit standards of 45 dBA and 65 dBA, respectively. The measures identified in the NIA related to on-site noise levels have been included as Mitigation Measure MM C.5-6 (requiring use of dual pane windows with a Sound Transmission Class (STC) rating of 26 STC), Mitigation Measure MM C.5-7 (requiring a "windows closed" condition be provided for proposed homes on site), and Mitigation Measure MM C.5-8 (requiring the construction of noise-attenuation walls). None of the new mitigation measures are the result of the Project causing a new or increased significant impact not already identified and analyzed in EIR No. 374, as these measures are intended to further reduce the Project's less-than-significant construction-related noise impacts, and to ensure compliance with the County's interior and exterior noise level standards.

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MM C.5-1 Construction hours adjacent to existing residential development shall be limited to those allowed by Riverside County Ordinance 457.78. ·

MM C.5-3 Mitigation measures are needed to reduce vehicular noise levels in outdoor and indoor residential areas exposed to noise levels greater than 60 CNEL. Specifically, lots along Winchester Road (Route 79), Keller Road, Street "A", Street "B", Street "I", Pourroy Road, Auld Road, Washington Street, Benton Road and Thompson Road will experience noise levels over 60 CNEL without some form of mitigation. The measures below are presented to demonstrate feasibility, and should not be interpreted as design specifications. A more detailed noise analysis will be required prior to grading plan approval.

The FHWA Model described previously and future traffic volumes were used to assess the feasibility of sound barriers in reducing the noise levels along the roadways of concern. It was assumed that a noise barrier would be constructed at the residential property line. It has been assumed that no second story balconies will face the roadway for units located inside the 60 CNEL impact zone. In general, second story balconies should not overlook major roadways due to potential noise impacts. However, if such balconies are planned, additional noise mitigation will be necessary (see Specific Plan Land Use Development Standard No. 24).

Noise barrier heights were calculated for sample locations along Winchester Road, Keller Road, Street "A", Street "B", Street "I", Pourroy Road, Auld Road, Washington Street, Benton Road and Thompson Road. The results indicated that walls of 4 to 6 feet may be required along these roadways. The noise barrier heights projected may be reduced considerably through site design, such as setbacks from the roadways; grade separations, and exterior living area orientation. Final noise barrier heights shall be determined when final grading plans are developed that show lot locations, house setbacks, and precise pad elevations.

MM C.5-5 Prior to the issuance of the grading permit, the project applicant shall submit a construction-related noise mitigation plan to the County for review and approval. The plan shall depict the locations of where construction equipment will operate on the project site and how the noise from the construction equipment will be mitigated during construction of the project, through use of such methods as:

1. Temporary noise attenuation fences;
2. Preferential location of equipment; and
3. Use of current noise suppression technology and equipment.

MM C.5-6 The Project Applicant shall utilize standard dual pane windows for all rooms of the proposed homes that have a minimum Sound Transmission Class (STC) rating of 26 STC.

MM C.5-7 The Project Applicant shall provide a "windows closed" condition for each proposed single-family home. A "window closed" condition requires a means of mechanical ventilation per Chapter 12, Section 1205 of the Uniform Building Code. This shall be achieved with a standard forced air conditioning and heating system with a filtered outside air intake vent for each residential unit.

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MM C.5-8 Prior to the issuance of occupancy permits, the Project Applicant shall construct a minimum 4-foot high solid wall for all backyards that are adjacent to San Remo and Pourroy Road and a minimum 6-foot high solid wall for all backyards that are adjacent to Benton Road. The solid walls shall be constructed of concrete masonry units (CMUs) and shall be free of any decorative cutouts or openings.

5.1.14 Paleontological Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
28. Paleontological Resources				
a. Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the Project directly or indirectly destroy a unique paleontological resource, or unique geologic feature?**

EIR No. 374 Finding: EIR No.374 determined that although no paleontological resources were encountered on the Winchester 1800 SP project site, the contents of on-site soils may have contained potential fossil bearing qualities. As such, the EIR identified Mitigation Measures MM C.15-3 through C.15-8 to ensure the proper handling and treatment of paleontological resources. EIR No. 374 concluded that impacts to paleontological and geological resources, sites, and features would be less than significant with mitigation incorporated. (Riverside County, 1997, p. V-129)

No Substantial Change from Previous Analysis: The Project would not result in any increases in physical impacts to areas that were not previously analyzed in EIR No. 374, nor would the changes result in a substantial change to the construction or operational characteristics of SP 286. As such, impacts to paleontological resources associated with the Project would be within the scope of analysis of EIR No. 374, and, consistent with the findings of EIR No. 374, Project impacts to paleontological resources would be reduced to less-than-significant levels with implementation of the mitigation measures identified in EIR No. 374. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified Mitigation Measures MM C.15-10 through MM C.15-18 to address impacts to paleontological resources. The measures listed below would be implemented through the County’s standard condition of approval for paleontological resources.

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MM C.15-10 Given the assessed potential for paleontological resources on-site, paleontological monitoring of grading shall be required for cuts made in the Bedford Canyon Formation, Pleistocene fluvial sediments, and alluvium. Full-time monitoring shall occur during earthmoving in the Pleistocene fluvium. Monitoring in the younger alluvium shall occur in areas where it is more than five feet in depth to allow inspection of the older parts of these sediments. The intensity of monitoring (full-time, part-time, no monitoring) shall be at the discretion of the paleontologist retained to supervise the monitoring program.

MM C.15-11 During the monitoring program the consulting paleontologist shall determine if the paleontologically sensitive Pleistocene fluvial sediments found in the Tocalota Creek drainage extend into the portion of the project which is part of the Warm Springs Creek catchment. This will have a major impact on the nature and intensity of the paleontological monitoring of the project during development. This part of the study shall include a careful analysis of the data in the project geotechnical study, and in field examination of subsurface deposits during grading.

MM C.15-12 Fossils found by the owners of the property, their agents, contractors, or subcontractors during the development of the property shall be reported immediately to the paleontological monitor.

If fossils are encountered on-site during development, the following specific mitigation procedures shall be followed:

MM C.15-13 The paleontologist retained for the project shall immediately evaluate the fossils which have been discovered to determine if they are significant and, if so to develop a plan to collect and study them for the purpose of mitigation.

MM C.15-14 The paleontologic monitor must be empowered to temporarily halt or direct excavation equipment if fossils are found to allow evaluation and removal of them if necessary. The monitor shall be equipped to speedily collect specimens if they are encountered.

MM C.15-15 The monitor, with assistance if necessary, shall collect individual fossils and/ or samples of fossil bearing sediments. If specimens of small animal species are encountered, the most time and cost efficient method of recovery is to remove a selected volume of fossil bearing earth from the grading area and stockpile it off-site for processing by screen washing.

MM C.15-16 Fossils recovered during earthmoving or as a result of screen-washing of sediments samples shall be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, therefore, reducing storage costs.

MM C.15-17 A report of findings shall be prepared and submitted to the public agency responsible for overseeing developments and mitigation of environmental impacts upon completion of mitigation. This report would minimally include a statement of the types of paleontologic resources found, the methods

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and procedures used to recover them, an inventory of the specimens recovered, and a statement of their scientific significance.

MM C.15-18 The paleontological specimens recovered as a result of mitigation shall be donated to a qualified scientific institution where they would be afforded long-term preservation to allow future scientific study.

5.1.15 Population and Housing

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<i>Would the project:</i>				
29. Housing				
a. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

EIR No. 374 Finding: Although EIR No. 374 did not address this subject, EIR No. 374 contained enough information about existing conditions in the area that with the exercise of reasonable diligence, information about Winchester 1800 SP's potential to displace of housing or people necessitating the construction of housing elsewhere was readily available to the public. EIR No. 374 did not evaluate impacts associated with the displacement of housing or people necessitating the construction of housing elsewhere.

No Substantial Change from Previous Analysis: Under existing conditions, the Project site contains one residential home. The removal of one home from the Project site would not substantially affect the supply of housing in the County and would not displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. Furthermore, the Project includes the

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construction of up to 145 single-family residential dwelling units on the Project site, which would compensate for the loss of the one residential home that would be removed with implementation of the Project. Thus, the Project would result in an increase the amount of housing in the area. As such, no impacts would occur. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

b) Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income?

EIR No. 374 Finding: Although EIR No. 374 did not address this subject, EIR No. 374 contained enough information about existing conditions in the area and the Project’s components that with the exercise of reasonable diligence, information about Winchester 1800 SP’s potential to create a demand for housing was readily available to the public. EIR No. 374 did not evaluate impacts associated with creation of a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income.

No Substantial Change from Previous Analysis: The Winchester 1800 SP currently allows development of up to 4,720 residential units within the Specific Plan area. The Project would result in an additional 10 residential units allowed in the Specific Plan area (4,730 total units) as part of SPA 7; however, as discussed in further detail in Subsection 5.1.11, *Land Use and Planning*, the Project would result in the same number of dwelling units that are currently allowed by the Highway 79 Policy Area. Additionally, the Project does not propose land uses that would generate employment (i.e., schools, commercial buildings, etc.) that would result in an increased demand for affordable housing. Thus, the Project would not result in an incremental demand for additional housing, including housing affordable to households earning 80% or less of the County’s median income. Rather, the Project would accommodate new housing opportunities within the County, would not result in an increase in demand for affordable housing, and no impact would occur. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

c) Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

EIR No. 374 Finding: EIR No. 374 determined that Project would result in direct population growth in the area and indirect growth in the undeveloped, rural areas to the north and south due to development of the site, including provision of extension of roadways, utility systems, and energy systems which could eliminate potential constraints for development. Impacts to due to population growth were disclosed by EIR No. 374 as a significant and unavoidable impact resulting from buildout of SP 286.

No Substantial Change from Previous Analysis: The Winchester 1800 SP currently allows development of up to 4,720 residential units within the Specific Plan area. The Project would result in an additional 10 residential units allowed in the Specific Plan area (4,730 total units) as part of SPA 7; however, the Project also would result in the elimination of approximately 9.3 acres of “Commercial Retail (CR)” land uses. Thus, while the Project would result in an increase of 10 dwelling units, the increase of 10 dwelling units

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would represent less growth in the County as compared to development of 9.3 acres of CR land uses. Moreover, and as discussed in Subsection 5.1.11, the Project would result in a 9% reduction in the number of dwelling units assumed for buildout of the County General Plan based on the mid-point density identified in the General Plan for the planned land uses on site. There are no components of the Project that would result in a substantial inducement to population growth beyond the growth that was anticipated through the approval of Winchester 1800 SP. A portion of the specific plan area has been built out, including portions of the backbone infrastructure (e.g., roads and utilities). The Project would involve the extension of roads and infrastructure as necessary to accommodate development already allowed within the specific plan area, and such roads and infrastructure would not result in substantial population growth in the area, either directly or indirectly. Accordingly, population growth associated with the Project would be less than what was envisioned by EIR No. 374 due to the proposed reduction of 9.3 acres of CR land uses, and as such Project impacts due to population growth would be less than was assumed by EIR No. 374. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

5.1.16 Public Services

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>30. Fire Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>fire protection services</u>?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?**

EIR No. 374 Finding: EIR No. 374 determined that the Winchester 1800 SP project would have a cumulative adverse impact on the Fire Department’s ability to provide an acceptable level of service to surrounding properties. These impacts would result from an increase in the number of emergency and/or public service calls due to an increase in the population. The EIR also noted that after the proposed French Valley Fire Station was completed, the French Valley and Rancho California Fire Stations would provide Category II protection to the project site in conformance with the Fire Protection Master Plan. EIR No. 374

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identified seven Mitigation Measures MM D.3-1 through MM D.3-7 to ensure that impacts to fire services were reduced to less than significant levels. (Riverside County, 1997, p. V-162)

No Substantial Change from Previous Analysis: Consistent with the conditions evaluated in EIR No. 374, the Riverside County Fire Department provides fire protection services to the Project area. As previously discussed in Subsection 1.2, EIR No. 374 assumed that the Project site would be developed with 9.3 acres of commercial uses and 7.3 acres of very high-density residential uses. As previously noted in Section 3.1, the Project proposes GPA No. 190013, SP 286A7, and CZ No. 1900017 to re-designate Planning Area 41 of the Winchester 1800 Specific Plan from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)" and re-designate Planning Area 41 for development of 204 multi-family homes (rather than the 339 dwelling units allocated to Planning Area 41 under the adopted SP 286), in order to reflect the number of residential dwelling units (204 dwelling units) constructed within approved Tentative Tract Map 31007 (TTM 31007). Additionally, as part of the Project, Planning Area 40 would be redesignated from "Commercial Retail (CR)" land uses to instead allow for the development of HDR residential dwelling units. In total, the Project would increase the number of dwelling units allowed within SP 286 by 10 dwelling units, but would result in a reduction in areas designated for CR land uses by 9.3 acres. With the increase of 10 dwelling units and reduction of 9.3 acres of CR land uses, the Project would result in less intense building area on site as compared to the approved SP 286. Thus, the Project would result in a slightly decreased demand for fire protection services as compared to what was evaluated by EIR No. 374.

As anticipated by EIR No. 374, and subsequent to certification of EIR No. 374, the French Valley Fire Station (Fire Station 83) was constructed, and is located approximately 2.5 roadway miles southwest of the Project site at 37500 Sky Canyon Dr.# 401 Murrieta, CA 92563 (Google Earth, 2018).

With respect to the Project, the Riverside County Fire Department Fire Protection and Emergency Medical Master Plan indicates that development of up to up to 145 single-family dwelling units Project site would require a "Category II – Urban" level of service, which requires a fire station to be within three (3) roadway miles of the Project site and a full first alarm assignment team operating on the scene within 15 minutes of dispatch (Riverside County, 1986). The French Valley Fire Station (Fire Station 83) is located approximately 2.5 roadway miles west of the Project site. Thus, and as concluded by EIR No. 374, the Project would be consistent with the fire protection goals of "Category II – Urban" level of service. The French Valley Fire Station (Fire Station 83) was constructed to serve the Project area, and would be able to provide fire protection services to the Project site without the need for new or expanded fire protection facilities. In addition, the Project has been reviewed by the Riverside County Fire Department, which determined that the Project would be served by adequate fire protection services in accordance with the Riverside County Fire Department *Fire Protection and Emergency Medical Master Plan* (Riverside County, 1986).

As noted by EIR No. 374, development anticipated by EIR No. 374, including the Project, would affect fire protection services by placing an additional demand on existing Riverside County Fire Department resources should its resources not be augmented. To offset the increased demand for fire protection services, and as with all development within the Winchester 1800 SP, the Project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including

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compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Furthermore, and also consistent with the findings of EIR No. 374, the Project and all other developments within the Winchester 1800 SP would be required to comply with the provisions of the County's Development Impact Fee (DIF) Ordinance (Riverside County Ordinance 659), which requires a fee payment to assist the County in providing for fire protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

Based on the foregoing analysis, and consistent with the findings of EIR No. 374, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protection services. As such, impacts to fire protection services would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to fire protection services. One of these measures, Mitigation Measure MM D.3-1, listed below, would continue to apply to the Project and would be enforced as part of the Project's conditions of approval. It should be noted that Mitigation Measure MM D.3-1 has been updated to reflect the County's standard condition of approval for payment of Development Impact Fees (DIF) fees, and was not modified as the result of the Project causing any new or increased significant impacts. Additionally, while EIR No. 374 included Mitigation Measure MM D.3-6, which required the fiscal analysis for the project identify a funding source for fire operations, this Mitigation Measure is not applicable to the Project because funding sources for fire protection facilities are addressed by the County's DIF fee program.

MM D.3-1 ~~The applicant will participate in an existing Fire Protection Impact Mitigation Program (\$400.00 per dwelling unit and \$.25 per square foot for commercial/industrial) that provides funds for the purchase of land to build new fire stations, remodel existing fire stations or for the purchase of equipment when necessary as development occurs. Prior to building permit final inspection, the Riverside County Building and Safety Department shall ensure that appropriate fees have been paid pursuant to County Ordinance No. 659 to provide funds for the purchase of equipment, remodel, or construction of fire stations; police protection facilities; parks; trails; flood control facilities; traffic improvements and signalization; and libraries.~~

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>3 I. Sheriff Services</p> <p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>sheriff</u> services?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services?**

EIR No. 374 Finding: EIR No. 374 concluded that the Winchester 1800 SP project would result in the need for 26 additional officers, approximately four civilian personnel, and an additional nine patrol cars to provide adequate protection SP 286. As such, EIR No. 374 identified Mitigation Measures MM D.4-1 and MM D.4-3 to off-set potential impacts to sheriff facilities and services. EIR No. 374 concluded that impacts to sheriff facilities would be less than significant with mitigation. (Riverside County, 1997, p. V-165)

No Substantial Change from Previous Analysis: The Project Applicant proposes to modify the SP 286 boundaries between Planning Areas 40 and 41, and to develop revised Planning Area 40 (i.e., the Project site) with up to 145 single-family dwelling units. As previously noted in Subsection 3.1.1, the Project proposes GPA No. 190013, SP 286A7, and CZ No. 1900017 to re-designate Planning Area 41 of the Winchester 1800 Specific Plan from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)" and reduce the number of dwelling units allocated to Planning Area 41 from 339 to 204 multi-family homes, in order to reflect the number of dwelling units developed pursuant to approved Tentative Tract Map 31007 (TTM 31007). Additionally, as part of the Project, Planning Area 40 would be redesignated from "Commercial Retail (CR)" land uses to instead allow for the development of HDR residential dwelling units. In total, the Project would increase the number of dwelling units allowed within SP 286 by 10 dwelling units, but would result in a reduction in areas designated for CR land uses by 9.3 acres. With the increase of 10 dwelling units and reduction of 9.3 acres of CR land uses, the Project would result in less intense building area on site as compared to the approved SP 286. As such, the Project's demand for sheriff services would be reduced in comparison to what was assumed by EIR No. 374. Additionally, the Project would be required to comply with the mitigation measures identified in EIR No. 374, which require the payment of required development impact fees to off-set impacts associated with increased demand for sheriff services and facilities. There are no components of the Project that would

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have the potential to increase impacts to sheriff protection services beyond what was analyzed under EIR No. 374. Furthermore, as required through EIR No. 374 Mitigation Measure MM D.4-1, the Project Applicant would be required to comply with the provisions of the County’s DIF Ordinance (Ordinance 659), which requires a fee payment to assist the County in providing for public services, including police protection services. Accordingly, there would be no new impacts to sheriff protection services associated with the Project, and such impacts would not be significant following incorporation of the mitigation measures specified in EIR No. 374. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to sheriff protection services. These measures, which are listed below, would continue to apply to the Project and would be enforced as part of the Project’s conditions of approval.

MM D.4-1 The applicant will pay fees in accordance with the provisions of Ordinance 659 to off-set the cost of acquisition and construction of Sheriff Department facilities as the need arises due to the rapid population growth in the region.

MM D.4-2 The project applicant will inform the Crime Prevention Unit of the Sheriff’s Department of all new Homeowners Associations. These associations can be used as the foundation for establishing Neighborhood Watch Programs.

MM D.4-3 Specific Plan Land Use Development Standard No. 21 includes a number of design concepts and crime prevention measures to be incorporated or considered during site and building layout designs.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>32. Schools Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>school</u> services?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services?**

EIR No. 374 Finding: EIR No. 374 concluded that development of the Winchester 1800 SP project would increase the demand on existing education facilities in the project area by generating additional students requiring accommodation within the Hemet Unified School District, Menifee Union School District, and Murrieta Valley Unified School District. The EIR identified four Mitigation Measures MM D.5-11 through D.5-4 to ensure that adequate school facilities would be available to serve future residents of SP 286. EIR No. 374 concluded that impacts to schools would be less than significant with mitigation incorporated. (Riverside County, 1997, p. V-169)

No Substantial Change from Previous Analysis: The Project Applicant proposes to modify the boundaries between Planning Areas 40 and 41, to reflect the 204 dwelling units constructed as part of TTM 31007 within Planning Area 41, and to allocate 145 dwelling units to the revised boundaries of Planning Area 40. In total the Project would result in an additional 10 dwelling units allowed within SP 286; however, the Project also would result in the elimination of 9.3 acres of “Commercial Retail (CR)” land uses. Although the Project would result in an increase in 10 dwelling units allowed within SP 286, which in turn would slightly increase the Project’s demands for school services, the Project Applicant would be required to comply with the mitigation measures identified in EIR No. 374, which require the payment of required development impact fees to off-set impacts associated with increased demand for school services and facilities. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes full and complete mitigation for project-related impacts to school services. As such, the increase of ten dwelling units would not result in any new or more severe impacts to school services beyond what was evaluated and disclosed by EIR No. 374. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to school services. One of these measures, Mitigation Measure MM D.5-1, listed below, would continue to apply to the Project and would be enforced as part of the Project’s conditions of approval. It should be noted that Mitigation Measure MM D.5-1 has been updated to reflect the County’s standard condition of approval for payment of school impact fees, and was not modified as the result of the Project causing any new or increased significant impacts. Additionally, while EIR No. 374 included Mitigation Measures MM D.5-2 through MM D.5-4, which set requirements for school sites to be constructed within the Winchester 1800 SP area, the Project site is not designated for school facilities and the Project Applicant does not propose any school sites; thus, Mitigation Measures MM D.5-2 through MM D.5-4 are not applicable to the Project.

MM D.5-1 ~~The project applicant will adhere to the provisions of Riverside County Resolution No. 93-131 whereby the developer will be required to execute mitigation agreements with all affected School~~

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~~Districts prior to project approval. Potential adverse impacts to schools will be mitigated through compliance with the terms of mitigation agreements executed by the developer and affected school districts. Prior to the issuance of occupancy permits, the Project Applicant shall pay appropriate fees to the Temecula Valley Unified School District pursuant to Senate Bill 50 and the school impact mitigation fees adopted at the time of occupancy permits.~~

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
33. Libraries Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>library</u> services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services?**

EIR No. 374 Finding: EIR No. 374 concluded that development of the Winchester 1800 SP project would increase the regional population, in turn creating additional demand for library facilities and services. The EIR identified Mitigation Measure MM D.9-1 to ensure that appropriate fees would be paid in accordance with Riverside County Ordinance No. 659. With mitigation incorporated, EIR No. 374 concluded that impacts to library facilities would be less than significant. (Riverside County, 1997, p. V-187)

No Substantial Change from Previous Analysis: The Project Applicant proposes to modify the boundaries between Planning Areas 40 and 41, to reflect the 204 dwelling units constructed as part of TTM 31007 within Planning Area 41, and to allocate 145 dwelling units to the revised boundaries of Planning Area 40. In total the Project would result in an additional 10 dwelling units allowed within SP 286; however, the Project also would result in the elimination of 9.3 acres of “Commercial Retail (CR)” land uses. Although the Project would result in an increase in 10 dwelling units allowed within SP 286, which in turn would slightly increase the Project’s demands for library services, the Project Applicant would be required to comply with the mitigation measures identified in EIR No. 374 which require the payment of required development impact fees to off-set impacts associated with increased demand for library services and facilities. Furthermore, as required through EIR No. 374 Mitigation Measure MM D.9-1, the Project Applicant would be required to comply with the provisions of the County’s DIF Ordinance (Ordinance 659),

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which requires a fee payment to assist the County in providing for public services, including library services. Accordingly, with the increase of 10 dwelling units, there would be no new impacts to library services associated with the Project, and such impacts would not be significant following incorporation of the mitigation measures specified in EIR No. 374. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified a mitigation measure to address impacts to libraries. This measure, which is listed below, would continue to apply to the Project and would be enforced as part of the Project’s conditions of approval.

MM D.9-1 The project will be subject to the payment of mitigation fees in accordance with the provisions of Riverside County Ordinance No. 659. A portion of these fees may be utilized by the County to provide additional library facilities.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>34. Health Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>health</u> services?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health services?**

EIR No. 374 Finding: EIR No. 374 concluded that the Winchester 1800 SP project would accommodate approximately 10-acres of medical office use within Planning Area 9. The EIR noted that the intention of this design was to reduce the necessity of on-site residents travelling to neighboring communities to seek medical services. EIR No. 374 concluded that SP 286 would not impact health services in the area and no mitigation was proposed or required by the EIR. (Riverside County, 1997, p. V-190)

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No Substantial Change from Previous Analysis: The Project Applicant proposes to modify the boundaries between Planning Areas 40 and 41, to reflect the 204 dwelling units constructed as part of TTM 31007 within Planning Area 41, and to allocate 145 dwelling units to the revised boundaries of Planning Area 40. In total the Project would result in an increase in 10 dwelling units allowed within SP 286, which in turn would slightly increase the Project’s demands for health services, the increase of 10 dwelling units would be offset by the reduction of 9.3 acres of CR land uses. Because the Project would result in a similar intensity of uses within SP 286, there would be no increase in demand for health care services beyond what was evaluated in EIR No. 374 and in the subsequent Addenda thereto. The provision of private health care is largely based on economic factors and demand and is beyond the scope of analysis required for this EIR Addendum. However, mandatory compliance with County Ordinance No. 659 requires a development impact fee payment to the County that is partially allocated to public health services and facilities. Accordingly, a new or more severe impact to health services would not occur. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified a mitigation measure to address impacts to health service services. While EIR No. 374 included Mitigation Measure MM D.10-1, which indicated medical office uses were proposed in Planning Area 9, the Project site is not located within Planning Area 9; thus, Mitigation Measure MM D.10-1 is not applicable to the Project.

5.1.17 Recreation

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
35. Parks and Recreation				
a. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**
- b) **Would the Project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

EIR No. 374 Finding: EIR No. 374 noted that the Winchester 1800 SP project would result in the development of 38.4 acres of neighborhood parks ranging in size from 5 acres to 16 acres. Approximately 14.1 acres would be designated as open space/drainage and a regional recreation trail would provide jogging, biking, and walking opportunities. Additionally, EIR No. 374 concluded that SP 286 would place additional demands on recreational facilities including local recreational community parks in Murrieta, Temecula, and Rancho California, and on park facilities at Lake Skinner, Lake Perris, Lake Elsinore, and the Santa Rosa Plateau. EIR No. 374 identified Mitigation Measures MM D.6-1 through MM D.6-5 to reduce impacts associated with the construction and operation of recreational facilities. With mitigation incorporated, EIR No. 374 concluded that impacts to the environment from the construction or expansion of recreational facilities and impacts to existing recreational facilities would be less than significant. (Riverside County, 1997, pp. V-174 - V-176)

No Substantial Change from Previous Analysis: The Project does not include recreational facilities; however, the Project is located within the broader limits of the approved Winchester 1800 SP (SP 286), which was originally designed to meet the future recreational needs of residents within the Specific Plan boundaries. The Project would result in an increase of 10 dwelling units allowed within SP 286, and a total of 4,730 homes would be allocated in the entire Specific Plan area as part of the Project. The Project site is located within the Valley-Wide Recreation and Park District (VWRPD). Based on the population rates listed in the VWRPD (3.2 persons/household), this would result in a total future population of 15,136 persons for the Specific Plan area (4,730 dwelling units x 3.2 persons/dwelling unit = 15,136 persons). In order to achieve the VWRPD standard of 5.0 acres per 1,000 residents, a total of 75.7 acres of parkland would be required within the Specific Plan area (15,136 persons x 5.0 acres / 1,000 residents = 75.7 acres of parkland). It should be noted that the original SP 286 included lands within the City of Menifee, which incorporated as a new city in 2008 and thus portions of SP 286 no longer occur within the jurisdiction of the County of Riverside. Notwithstanding, the original SP 286 planned for a total of 44.0 acres of parkland and the current SP 286 is planned for a total of 53.4 acres of parkland; thus, the parkland demand for future residents throughout the Specific Plan area would not be accommodated by existing and proposed parkland facilities within the original boundaries or the revised boundaries of SP 286. Thus, although the Project is located within the approved Winchester 1800 SP, the Project could result in parkland deficiency on-site and increase the use of existing recreational facilities in the area. The Project would be required to comply with Riverside County Ordinance No. 460 Section 10.35, as applied to the Project by EIR No. 374 Mitigation Measure MM D.6-1, which requires payment of "in-lieu" fees to satisfy both the VWRPD and State Quimby Act parkland requirements. The in-lieu fees would be used to increase the number of and improve existing park facilities throughout VWRPD and Riverside County. This further ensures that increased use of neighboring park facilities would not deteriorate at an accelerated rate.

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Given its proximity to the Project site, the Project could result in increased use of Sheffield Park and Butterfield Park. However, the parkland that would be afforded by the Project's in-lieu park impact fees would provide more recreational opportunities in the VWRPD and Riverside County area. Therefore, park impact fees would result in a reduction in the number of residents who would utilize neighboring parks. As a result, the Project would not lead to new or increased physical deterioration of Sheffield Park, Butterfield Park or any other parks within the Project vicinity.

In compliance with EIR No. 374 Mitigation Measure MM D.6-1, the payment of park impact fees would ensure that recreational park improvements in the VWRPD would occur and the VWRPD's minimum park standard would be achieved. With payment of park impact fees, future Project residents would not deteriorate or accelerate deterioration of existing park and recreation facilities. Accordingly, the Project's impacts to existing recreation facilities would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

c) Would the Project be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

EIR No. 374 Finding: EIR No. 374 determined that the entire Winchester 1800 SP project site was within the Valley-Wide Recreation and Park District. In addition, the EIR noted that maintenance responsibilities for common project facilities may fall partially on local County Service Areas (CSA). Mitigation Measure MM D.6-1 was identified to ensure that the Winchester 1800 SP project provides adequate park, open space, and recreational facilities and/or pays "in-lieu" fees to satisfy both the County Parks Department and State Quimby Act requirements. With mitigation incorporated, EIR No. 374 concluded that impacts would be less than significant. (Riverside County, 1997, p. V-176)

No Substantial Change from Previous Analysis: According to Riverside County GIS, the Project site is not located within a Community Service Area (CSA) (RCIT, 2020) for parks and recreation. However, it should be noted the Project is located within CSA No. 152 for street sweeping. The Project site is, however, located within the VWRPD. The VWRPD Parks Master Plan details the parks standards for the VWRPD and also sets the ratio of 5.0 acres of parkland per 1,000 residents. The Parks Master Plan also has a section which details Quimby Act Collection Compliance and the standards for land development and in-lieu fee contributions. As discussed above in Thresholds a. and b., the Project would not meet the VWRPD parkland demand requirements within the original boundaries of SP 286, and the Project Applicant would be required to pay Quimby fees pursuant to Riverside County Ordinance No. 460 Section 10.35, applied to the Project as EIR No. 374 Mitigation Measure MM D.6-1 and would be fully consistent with the VWRPD Master Plan. Accordingly, impacts due to a conflict with a CSA or a Community Parks and Recreation Plan would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
36. Recreation Trails				
a. Include the construction or expansion of a trail system?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the Project include the construction or expansion of a trail system?**

EIR No. 374 Finding: EIR No. 374 noted that the Winchester 1800 SP project would create a 14-foot wide Regional Recreational Trail along the open space/drainage corridor in Planning Area 2B. Impacts associated with the creation of this trail were evaluated in Section V.D.6. of EIR No. 374 which concluded that impacts associated with the construction of park and recreation facilities would be less than significant with incorporation of Mitigation Measures MM D.6-1 through MM D.6-5. (Riverside County, 1997, p. V-176)

No Substantial Change from Previous Analysis: There are no existing recreational trails within the Project site. SWAP Exhibit 8, *Trails and Bikeway System*, and SP 286 Figure III-9, *Open Space and Recreation Plan*, show the planned pedestrian trails and bike paths for the Project area. Trails and bicycle paths are not identified within the Project site or within the immediate vicinity. SP 286 identifies a Local Recreational Trail within Planning Area 35B, approximately 0.14 acre north of the Project. Multi-purpose trails required by SWAP and SP 286 within the vicinity of the Project area consist of a “Regional Trail: Urban/Suburban” along the east side of Washington Road approximately 1.1 miles east of the Project. A Class I Bike Path is designated by the SWAP within the vicinity of the Project area approximately 0.9 mile west of the site along Leon Road. The Project includes sidewalks along all streets, providing for pedestrian circulation within the portion of the Specific Plan subject to the Project and pedestrian connections to adjacent uses. Impacts associated with the development of on-site trails were evaluated as part of EIR No. 374, which determined that impacts associated with recreational trail development would be reduced to less than significant levels with incorporation of mitigation measures. Because the Project would not alter the alignment of the trails analyzed in EIR No. 374, the Project’s impact would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to recreational facilities. Mitigation Measure MM D.6-1, would continue to apply to the Project and would be enforced as part of the Project’s conditions of approval. The Project does not propose any recreational facilities on or off site, and as such Mitigation Measures MM D.6-2 and MM D.6-3 are not applicable to the Project. Additionally, while EIR

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No. 374 included Mitigation Measure MM D.6-4, which required areas designated as open space within parcel boundaries of individual property owners will be deed restricted, the Project does not include any areas designated as open space within parcel boundaries of individual property owners; thus, Mitigation Measure MM D.6-4 is not applicable to the Project. Furthermore, while EIR No. 374 included Mitigation Measure MM D.6-5, which required the Winchester 1800 SP area to be annexed in the to VWRPD, this mitigation measure has already occurred, and the Winchester 1800 SP, including the Project site is currently located in the VWRPD; thus, Mitigation Measure MM D.6-5 is not applicable to the Project.

MM D.6-1 The project applicant shall provide adequate park, open space and recreational facilities and/or the payment of "in-lieu of" fees necessary to satisfy the County Parks Department standards, Valley-Wide Recreation and Park District and the State Quimby Act requirements.

5.1.18 Transportation

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
37. Transportation				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project conflict with a program, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

EIR No. 374 Finding: EIR No. 374 concluded that the Winchester 1800 SP project would generate and attract motor vehicle trips. Table XVII of the EIR concluded that the Winchester 1800 SP project would generate a total of 113,190 daily vehicle trips. In addition, the traffic study prepared for SP 286 did not identify any significant impacts as a result of the project and EIR No. 374 determined that the traffic study prepared for the project was consistent with General Plan Circulation Policies for Category II land uses. In addition, EIR No. 374 imposed Mitigation Measures MM D.1-6 and MM D.1-7 to ensure that minimum level of service as required by the General Plan was evaluated at each phase of project development, and that the Public Facilities and Services Element of the Riverside General Plan is amended. EIR No. 374 also identified Mitigation Measures MM D.1-2 and MM D.1-3 to ensure that the project would provide adequate sidewalks or pathways in residential and commercial areas, and bike lanes, bike trails, and bus stops within the project area. The supporting materials for EIR No. 374 disclosed a quantification of vehicle miles travelled (VMT)The VMT discussion was utilized in the calculation of air quality emissions only and was not addressed in the context of transportation-related impacts. Although EIR No. 374 did not draw a conclusion under the topic of transportation, EIR No. 374 contained enough information about projected trip lengths associated with the proposed Specific Plan's traffic generation that with the exercise of reasonable diligence, information about the project's potential effect due to VMT on the topic of transportation was readily available to the public. Therefore, EIR No. 374 concluded that the Winchester 1800 SP project would not conflict with an applicable plan, ordinance or policy, including public transit, bikeways, or pedestrian facilities and impacts would be less than significant with mitigation. (Riverside County, 1997, pp. V-146, V-150 - V-151)

No Substantial Change from Previous Analysis: As shown in Table 5-18, *Project Trip Generation*, the Project (with residential uses) is anticipated to generate 1,370 daily trips, which would be significantly fewer trips as compared to the "Very High Density Residential (VHDR)" and "Commercial Retail (CR) uses assumed for the Project site by EIR No. 374 because residential land uses do not generate a significant amount of pass-by trips and because the Project's proposed "High Density Residential (HDR)" land uses are less intense than the "Very High Density Residential (VHDR)" land use designation applied to a portion of the Project site. Specifically, the Project proposes up to 145 dwelling units, which would increase the number of dwelling units allowed within SP 286 by 10 dwelling units. However, the increase of 10 dwelling units would be more than offset by the reduction of 9.3 acres of CR land uses in terms of total traffic generated on a daily basis. As such, the Project would result in fewer trips and therefore fewer impacts to study area transportation facilities as compared to what was evaluated by EIR No. 374. Therefore, the Project would not create new or additional impacts to traffic as compared to what was evaluated and disclosed by EIR No. 374.

The Project Applicant proposes a site-specific development plan to implement Planning Area 40 of proposed SP 286A7, and the Project includes details regarding building area and proposed circulation and access improvements that were not available at the time EIR No. 374 was certified. Additionally, although EIR No. 374 identified mitigation measures for traffic impacts, EIR No. 374 did not clearly associate mitigation requirements with the buildout of individual planning areas within the Winchester 1800 SP. Accordingly, in order to evaluate the Project's site-specific components and to identify mitigation

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measures and/or transportation improvements that would be needed to serve buildout of the Project as proposed, a Project-specific Traffic Impact Analysis (TIA) was prepared by Urban Crossroads, Inc., dated July 10, 2019. The TIA is included as *Technical Appendix I* (Urban Crossroads, 2019).

The results of the TIA are discussed below. Refer to the TIA in *Technical Appendix I* for a detailed description of the analysis methodologies applied to determine impacts.

Table 5-18 Project Trip Generation

Land Use	Units ¹	ITE LU Code	AM Peak Hour			PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates²									
Single Family Detached Residential	DU	210	0.19	0.56	0.74	0.62	0.37	0.99	9.44
Land Use	Units ¹	Quantity	AM Peak Hour			PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	
Trip Generation Summary									
Meritage Homes (TTM No. 37715)			27	80	107	90	53	143	1,370
PROJECT TOTAL			27	80	107	90	53	143	1,370

¹DU = Dwelling Units

²Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).
Source: (Urban Crossroads, 2019, Table 4-1)

Minimum Level of Service and Thresholds of Significance

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. (Urban Crossroads, 2019, p. 15)

As a component of the State’s revisions to the CEQA Guidelines in December 2018, lead agencies are required to utilize vehicle miles traveled (i.e., the amount and distance of vehicle travel attributable to a project) to measure a development project’s transportation impact as of July 1, 2020. CEQA Guidelines Section 15064.3(c) provides that a lead agency “may elect to be governed by the provisions” of the section immediately; however, the County in its capacity as Lead Agency for the proposed Project has elected not to use a VMT metric to evaluate the transportation effects of the Project’s implementation. For this reason, a LOS metric and not a VMT metric is appropriately applies in the analysis presented in this EIR Addendum.

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan, discussed below (Urban Crossroads, 2019, p. 21).

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Riverside County

Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS (Urban Crossroads, 2019, pp. 18-19):

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Meniffee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

Significant Impacts

For purposes of analyzing impacts, the following criteria is utilized to determine whether the addition of Project-generated trips results in a significant impact, and thus requires mitigation: (Urban Crossroads, 2019, p. 19)

- A project-related impact is considered direct and significant when a study intersection operates at an acceptable LOS for existing conditions (without the Project) and the addition of 50 or more AM or PM peak hour project trips causes the intersection to operate at an unacceptable LOS for Existing Plus Project (E+P) traffic conditions. (Urban Crossroads, 2019, p. 19)
- A cumulative impact is considered significant when a study intersection is forecast to operate at an unacceptable LOS with the addition of cumulative/background traffic and 50 or more AM or PM peak hour project trips. (Urban Crossroads, 2019, p. 19)

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Existing Conditions

Existing Circulation Network

Pursuant to the scoping agreement with County of Riverside staff (Appendix 1.1 of the Project's TIA, which is contained in *Technical Appendix I*), the study area includes a total of seven existing and future intersections, as shown on Figure 5-1, *Study Locations and Existing Roadway Network*, where the Project is anticipated to contribute 50 or more peak hour trips, or has been added at the direction of County staff.

Figure 5-2, *Existing Number of Through Lanes and Intersection Controls*, illustrates the study area intersections located near the Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls. Refer to Section 3.0 of the Project's TIA (*Technical Appendix G*) for a description of ultimate circulation improvements per the General Plan for Riverside County. (Urban Crossroads, 2019, p. 21)

Existing Traffic Counts

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in May 2019, while schools were in session. Consistent with standard engineering practice, these traffic counts were conducted either on Tuesday, Wednesday, or Thursday due to potential fluctuations in traffic that typically occur on Mondays, Fridays, Holidays, or weekends. The following peak hours were selected for analysis: (Urban Crossroads, 2019, p. 25)

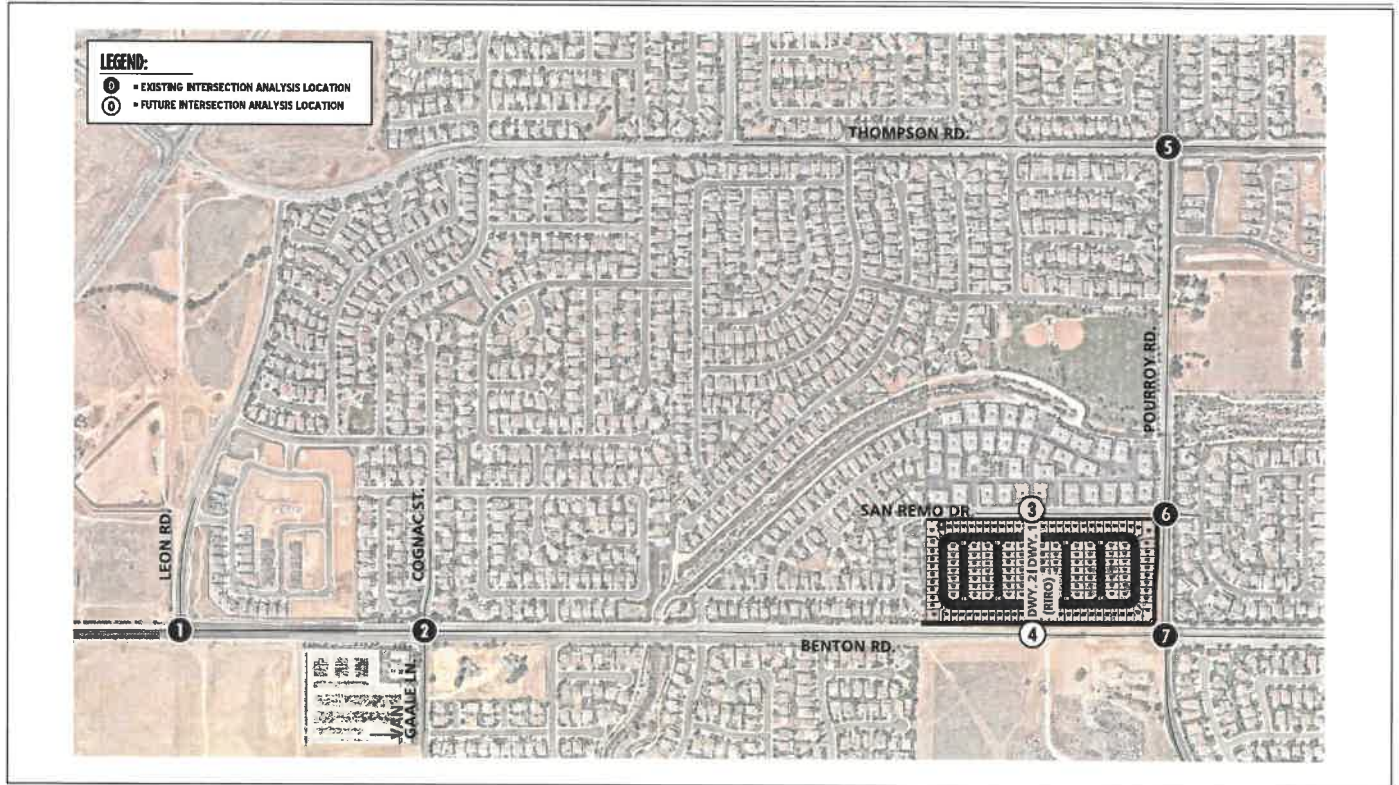
- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The weekday AM and weekday PM peak hour count data are representative of typical weekday peak hour traffic conditions in the study area, which are based on the traffic conditions in May 2019. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. (Urban Crossroads, 2019, p. 25)

Existing Conditions Intersection Operations Analysis

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 of the Project's TIA (*Technical Appendix I*). The intersection operations analysis results are summarized in Table 5-19, *Intersection Analysis for Existing (2019) Conditions*, which indicates that one (1) study area intersection is currently operating at an unacceptable LOS during the peak hours (i.e., LOS E or worse): Leon Road & Benton Road (#1) (LOS E PM peak hour only). (Urban Crossroads, 2019, p. 30)

Consistent with Table 5-19, a summary of the peak hour intersection LOS for Existing (2019) conditions is shown on Exhibit 3-7 of the Project's TIA (*Technical Appendix I*). The intersection operations analysis worksheets are included in Appendix 3.2 of the Project's TIA. (Urban Crossroads, 2019, p. 30)



Source(s): Urban Crossroads (07-10-2018)

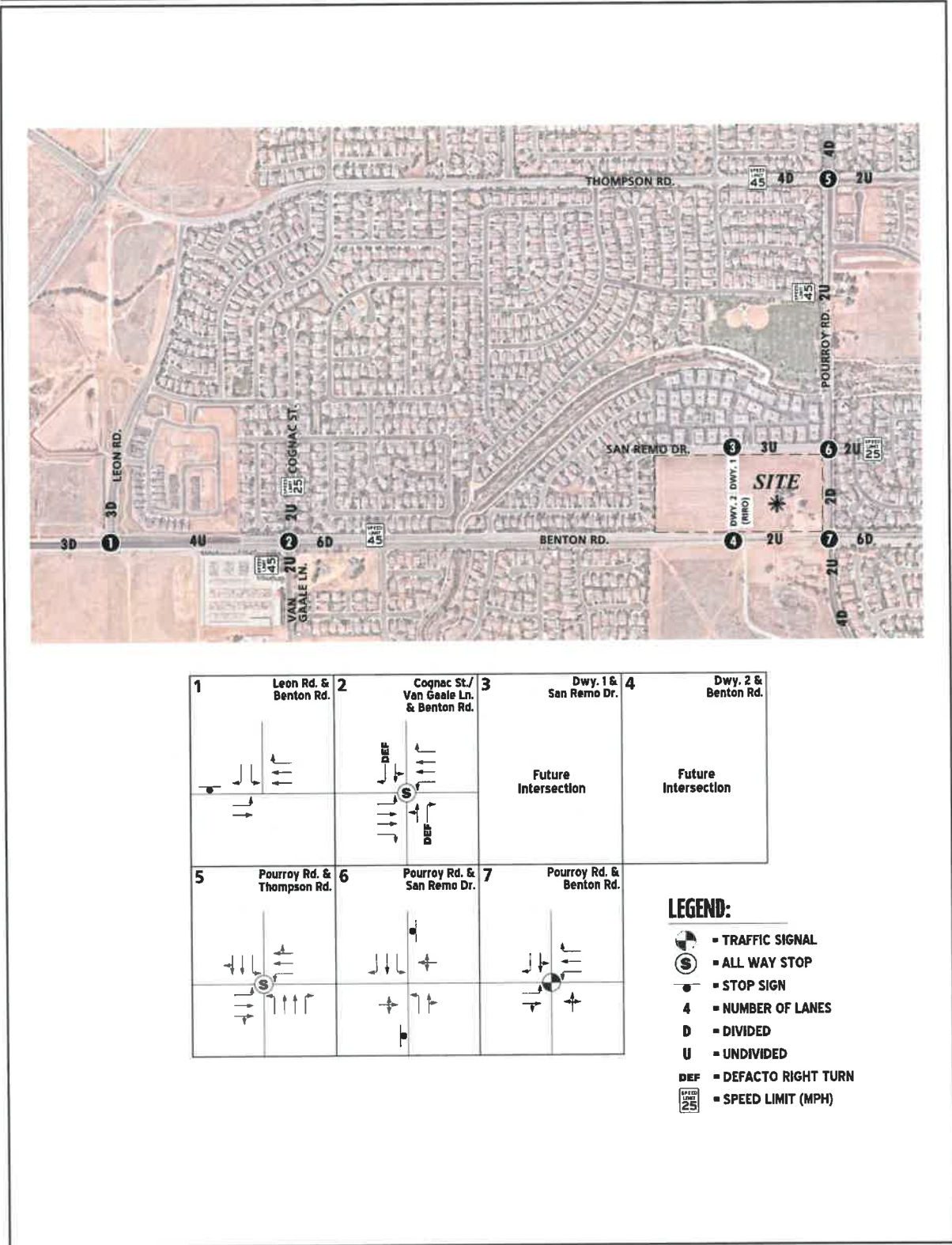
Figure 5-1



T&B Planning, Inc.

STUDY LOCATIONS AND EXISTING ROADWAY NETWORK

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Source(s): Urban Crossroads (07-10-2019)

Figure 5-2

**EXISTING NUMBER OF THROUGH LANES
 AND INTERSECTION CONTROLS**



Table 5-19 Intersection Analysis for Existing (2019) Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Leon Rd. & Benton Rd.	CSS	0	0	0	1	0	1	1	1	0	0	2	1	22.7	38.1	C	E
2	Cognac St./Van Gaale Ln. & Benton Rd. ⁴	AWS	0	1	d	0	1	d	1	2	1	1	2	1	13.5	15.1	B	C
3	Driveway 1 & San Remo Dr.		Future Intersection															
4	Driveway 2 & Benton Rd.		Future Intersection															
5	Pourroy Rd. & Thompson Rd. ⁴	AWS	1	2	1	1	2	0	1	2	0	1	2	0	11.3	11.2	B	B
6	Pourroy Rd. & San Remo Dr.	CSS	1	1	0	1	1	1	0	1	0	0	1	0	13.4	18.9	B	C
7	Pourroy Rd. & Benton Rd.	TS	0	1	0	0	1	1	1	1	0	1	1	1	34.7	32.4	C	C

***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane

²Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal

⁴Synchro analysis software does not allow for more than 3 lanes in one direction at an all-way stop controlled intersection. Where applicable, the analysis does not include the right turn lane.

Source: (Urban Crossroads, 2019, Table 3-1)

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Existing Conditions Traffic Signal Warrants Analysis

Traffic signal warrants for Existing (2019) traffic conditions are based on existing peak hour intersection turning volumes. The following study area intersections currently warrant a traffic signal for Existing (2019) traffic conditions: (Urban Crossroads, 2019, p. 30)

- Leon Road & Benton Road (#1)
- Cognac Street/Van Gaale Lane & Benton Road (#2)
- Pourroy Road & Thompson Road (#5)

It should be noted the intersections of Cognac Street/Van Gaale Lane at Benton Road and Pourroy Road at Thompson Road are currently operating at an acceptable LOS with current traffic controls, and the installation of a traffic signal does not appear necessary with respect to peak hour operations. Existing (2019) conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3 of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2019, p. 30)

Projected Future Traffic

Proposed Project

Trip generation represents the amount of traffic that is attracted and produced by a development, and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) for the proposed land use was used. Trip generation rates for the Project are shown in Table 4-1 of the Project's TIA (*Technical Appendix I*). Refer to the Project's TIA (*Technical Appendix I*) for a discussion of the ITE land use codes and vehicle mixes utilized in the TIA. (Urban Crossroads, 2019, p. 35) As previously shown on Table 5-18, the Project is anticipated to generate a total of 1,370 vehicle trip-ends per day with 107 AM peak hour trips and 143 PM peak hour trips.

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. (Urban Crossroads, 2019, p. 35)

The Project trip distribution was developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and State highway system. (Urban Crossroads, 2019, p. 35)

The Project trip distribution pattern is graphically depicted on Exhibit 4-1 of the Project's TIA (*Technical Appendix I*). The Project's distribution patterns were reviewed by the County of Riverside as part of the traffic study scoping process (see Appendix 1.1 to the TIA). (Urban Crossroads, 2019, p. 64)

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Modal Split

The traffic reducing potential of public transit, walking, or bicycling have not been considered in the Project's TIA. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes. (Urban Crossroads, 2019, p. 35)

Project Trip Assignment

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown on Figure 5-3, *Project Only Average Daily Traffic*. (Urban Crossroads, 2019, p. 38)

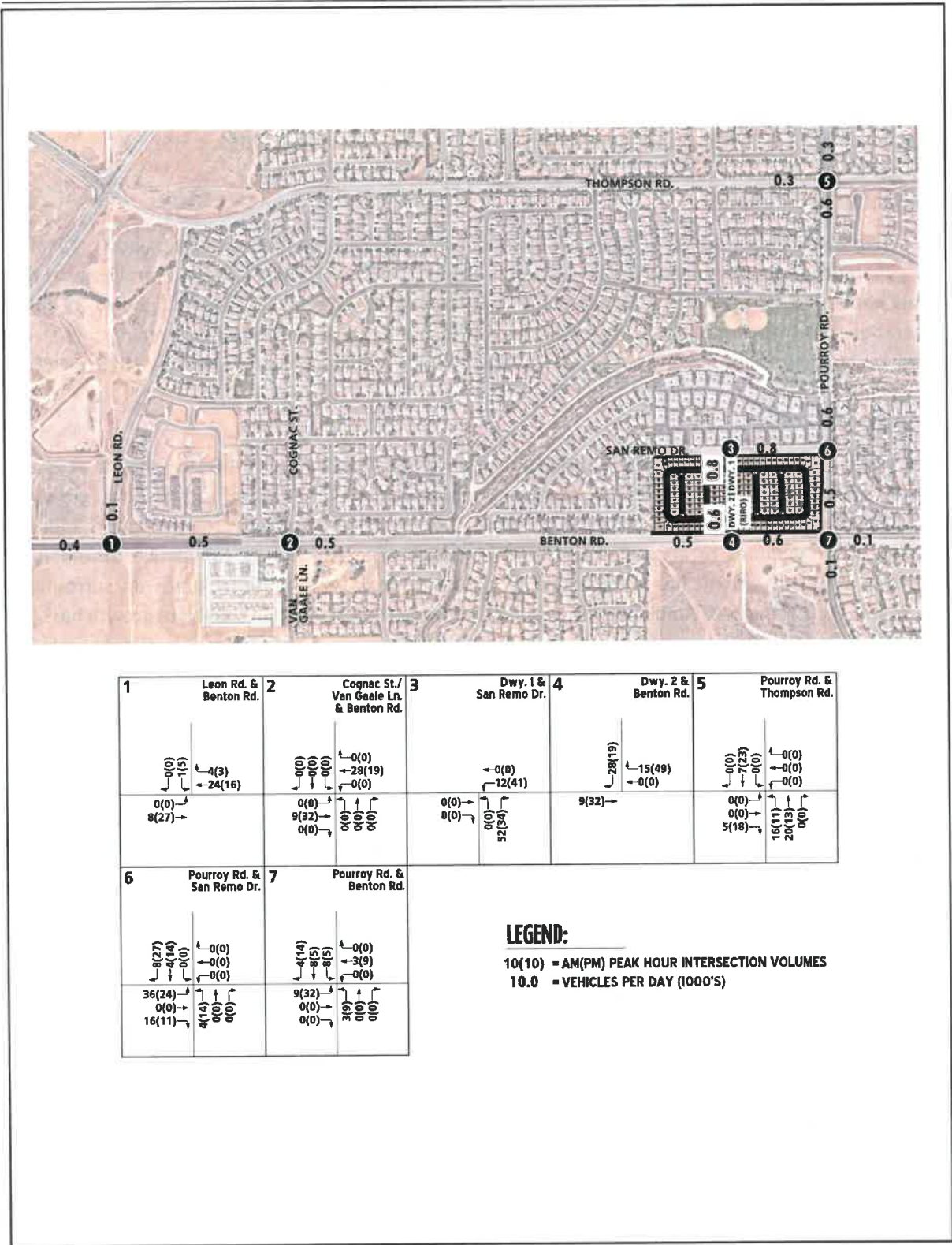
Background Traffic

Future year traffic forecasts have been based upon two years of background (ambient) growth at 2% per year for 2021 traffic conditions. The total ambient growth is 4.04% for 2021 traffic conditions (growth of 2 percent per year, compounded over two years or 1.022 years). This ambient growth factor is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways. For Existing Plus Ambient Growth plus Cumulative traffic conditions, ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. (Urban Crossroads, 2019, p. 38)

The currently adopted Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (April 2016) growth forecasts for the County of Riverside identifies projected growth in population of 359,500 in 2012 to 487,500 in 2040, or a 35.6 percent increase over the 28-year period. The change in population equates to roughly a 1.09 percent growth rate, compounded annually. Similarly, growth over the same 28-year period in households is projected to increase by 41.3 percent, or 1.24 percent annual growth rate. Finally, growth in employment over the same 28-year period is projected to increase by 124.7 percent, or a 2.93 percent annual growth rate. (Urban Crossroads, 2019, p. 38)

Therefore, the use of an annual growth rate of 2.0 percent would appear to conservatively approximate the anticipated regional growth in traffic volumes in the County of Riverside, especially when considered along with the addition of Project-related traffic and traffic generated by other known development projects. As such, the growth in traffic volumes assumed in the Project's TIA would tend to overstate as opposed to understate the potential impacts to traffic and circulation. (Urban Crossroads, 2019, p. 38)

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Source(s): Urban Crossroads (07-10-2019)

Figure 5-3



PROJECT ONLY AVERAGE DAILY TRAFFIC

Cumulative Development Traffic

The CEQA guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the County of Riverside. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections. An adjacent jurisdiction of the City of Murrieta has also been contacted to obtain the most current list of cumulative projects from their respective jurisdictions. (Urban Crossroads, 2019, pp. 40, 44)

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e. 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate EAPC forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the Project). For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are illustrated in Figure 5-4, *Cumulative Development Location Map*, and listed in Table 5-20, *Cumulative Development Land Use Summary*, and have been considered for inclusion. (Urban Crossroads, 2019, p. 40)

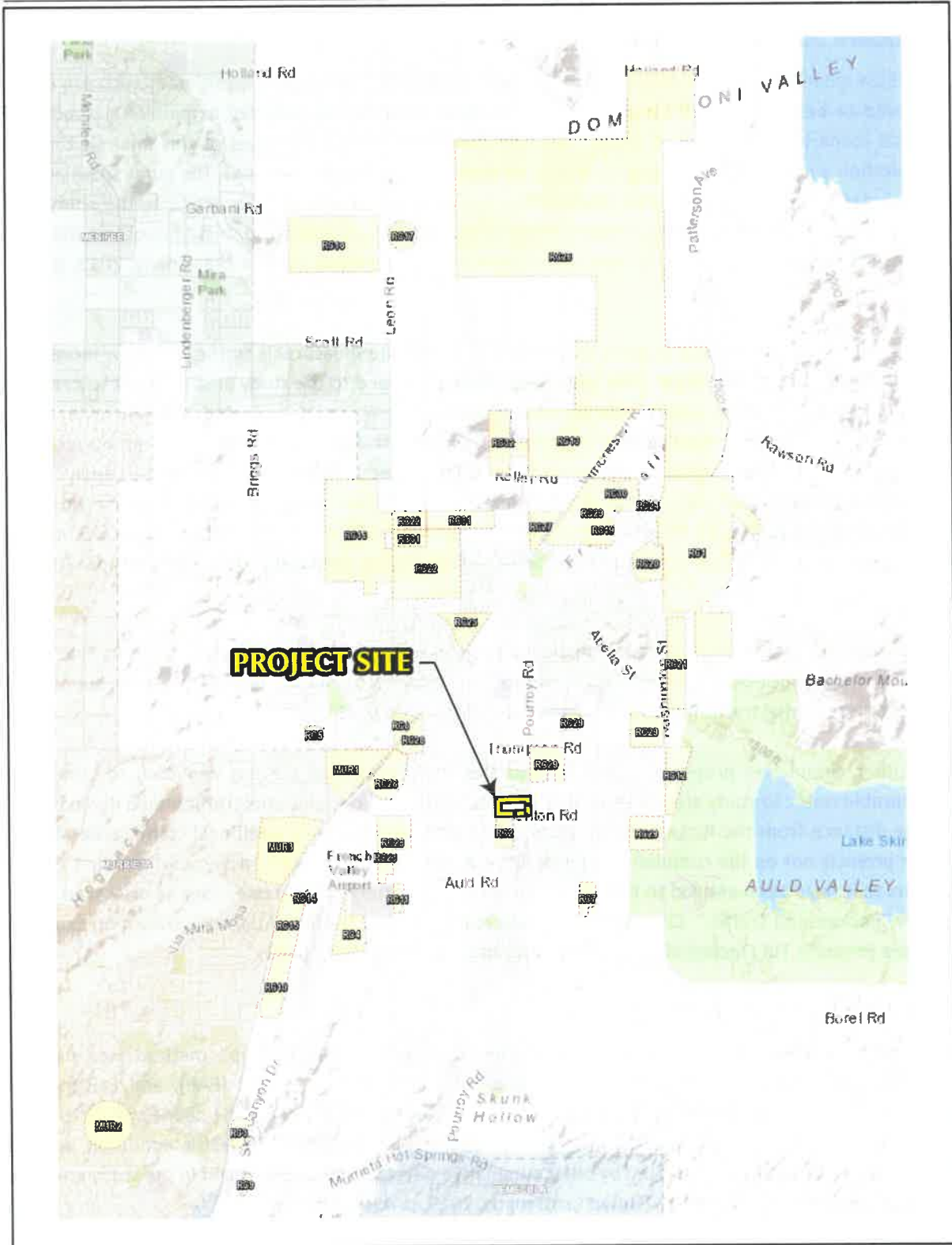
Although it is unlikely that all of these cumulative projects would be fully built and occupied by Year 2021, they have been included in an effort to conduct a conservative analysis and overstate as opposed to understate potential traffic impacts. (Urban Crossroads, 2019, p. 40)

Any other cumulative projects located beyond the study area that are not expected to contribute measurable traffic to study area intersections have not been included since the traffic would dissipate due to the distance from the Project site and study area intersections. Any additional traffic generated by other projects not on the cumulative projects list is accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed above under “Background Traffic.” Cumulative only ADT and peak hour traffic volumes are shown on Exhibit 4-4 of the Project’s TIA (*Technical Appendix I*). (Urban Crossroads, 2019, p. 40)

Near-Term Traffic Conditions

To provide a comprehensive assessment of the deficiencies, the “buildup” method was used to approximate Existing Plus Project (E+P), Existing Plus Ambient Plus Project (EAP), and Existing Plus Ambient Plus Cumulative (EAPC) traffic conditions, and is intended to identify the near-term deficiencies on both the existing and planned near-term circulation system. The EAPC traffic condition includes background traffic, traffic generated by other cumulative development projects within the study area, and traffic generated by the Project. (Urban Crossroads, 2019, p. 45)

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Source(s): Urban Crossroads (07-10-2019)

Figure 5-4



CUMULATIVE DEVELOPMENT LOCATION MAP

Table 5-20 Cumulative Development Land Use Summary

#	Project Name	Land Use ¹	Quantity	Units ²
COUNTY OF RIVERSIDE				
RC1	Belle Terre (SP 382)	Single Family Housing	1282	DU
RC2	TR 32323	Single Family Housing	38	DU
RC3	PP 22147	Medical Office	10.750	TSF
	PP 22352	Business Park	177.742	TSF
RC4	French Valley Airport	Business Park	694.629	TSF
		Apartments	240	DU
		Condominium	211	DU
RC5	PP 26249	SFDR	48	DU
RC6	TTM 37308	SFDR	8	DU
RC7	TTM 37418	SFDR	6	DU
RC8	CUP 03593	Gas Station	6.200	TSF
		Commercial Retail	26.500	TSF
		Storage	128.600	TSF
	TR 33751	Single Family Housing	11	DU
	PP 26212	Car Wash	30	STALLS
RC9	PP 20574	Medical Office	29.400	TSF
RC10	PM 35212	Hotel	200	RM
		Fitness Club	20.000	TSF
		Medical Office	77.000	TSF
		Office	160.000	TSF
		Research & Development	188.000	TSF
		High-Turnover Restaurant	14.500	TSF
		Fast Food w/ Drive-Thru	8.000	TSF
RC11	PP 19414	Office	78.410	TSF
RC12	TTM No. 35770	Single Family Housing	156	DU
	TR 37028	Single Family Housing	133	DU
RC13	Keller Crossing Specific Plan (SP 380)	Single Family Housing	98	DU
		Continuing Care Retirement Community	225	DU
		General Office	250.000	TSF
		Shopping Center	400.000	TSF
RC14	Fausto Office Building	Single Tenant Office Building	7.850	TSF
RC15	French Valley Walmart & Commercial/Business Center (PP 21750, PM 34669)	Free-Standing Discount Store/Superstore	205.000	TSF
		Shopping Center	113.300	TSF
		Bank with Drive-Thru	5.500	TSF
		High Turnover (Sit-Down) Restaurant	6.500	TSF
		Fast Food Restaurant w/ Drive-Thru	4.000	TSF
RC16	Spencer's Crossing (SP 312 A-1)	Single Family Housing	1,671	DU
		Parks	32.1	AC
RC17	Perris Union HSD High School	High School	2800	STU
RC18	La Ventana Ranch	Single Family Housing	535	DU
		Community Park	15.0	AC
		Passive Park	2.0	AC
RC19	TR 36687	SFDR	71	DU
RC20	TR 33423	SFDR	134	DU
RC21	TR 30837	SFDR	320	DU

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RC22	TR 32185	SFDR	426	DU
RC23	PM 29509	General Light Industrial	37.1	AC
RC24	TR 33303	SFDR	24	DU
RC25	TTM No. 37078	SFDR	164	DU
	PPT 170003	Condominium	168	DU
RC26	Domenigoni - Barton Properties (SP 310)	SFDR	2823	DU
		Mixed Use	200.8	AC
		Commercial Retail	42.4	AC
		Commercial Recreation	117.9	AC
		School	44.0	AC
		Passive Park	37.6	AC
RC27	PP 24054	Commercial Retail	160.680	TSF
RC28	Quinto Do Lago (SP 284)	Business Park/Commercial	45.3	AC
		Industrial Park	38.8	AC
RC29	Winchester Village (SP 286A5)	SFDR	3912	DU
		Condominium	783	DU
		Commercial Retail	54.9	AC
		Commercial Recreation	36.7	AC
		Schools	55.0	AC
		Active Parks	58.4	AC
RC30	TR 36722 (SP 286A6)	SFDR	146	DU
RC31	TR 34150	SFDR	82	DU
RC32	TR 37089	SFDR	21	DU
RC33	CUP 3700	Gas Station w/ Convenience Market	6	VFP
		Car Wash	0.800	TSF
		Commercial Retail	3.225	TSF
CITY OF MURRIETA				
MUR1	Murrieta Marketplace (DP-2011-3129)	Commercial Retail	548.055	TSF
MUR2	Murrieta 196 (DP2013-3335)	Apartments	196	DU
MUR3	Adobe Springs (Tentative Parcel Map No. 36779)	SFDR	287	DU

¹SFDR = Single Family Detached Residential

²AC = Acres; DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions; STU = Students; RMS = Rooms

Source: (Urban Crossroads, 2019, Table 4-2)

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The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2021) and EAPC (2021) traffic conditions. An ambient growth factor of 2.0% per year has been used to account for background (area-wide) traffic increases that occur over time up to the year 2021 from the year 2019 (2.0 percent per year growth rate, compounded over a 2-year period). Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2021 roadway networks are similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project. (Urban Crossroads, 2019, p. 45)

The near-term traffic analysis includes the following traffic conditions, with the various traffic components: (Urban Crossroads, 2019, p. 45)

- Existing Plus Ambient Growth Plus Project (2021)
 - Existing 2019 counts
 - Ambient growth traffic (4.04%)
 - Project traffic

- Existing Plus Ambient Growth Plus Project Plus Cumulative (2021)
 - Existing 2019 counts
 - Ambient growth traffic (4.04%)
 - Cumulative Development traffic
 - Project traffic

Horizon Year (2040) Development

“Buildout” traffic projections for Horizon Year with Project conditions are based on traffic model forecasts and were derived from the Riverside County Transportation Analysis Model (RivTAM). The RivTAM has a base (validation) year of 2012 and a horizon (future forecast) year of 2040. The difference in model volumes (2040-2012) defines the growth in traffic over the 28-year period. The traffic forecasts reflect the area-wide growth anticipated between Existing (2019) conditions and Horizon Year (2040) traffic conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2040) peak hour forecasts were refined using the model derived long range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in May 2019. (Urban Crossroads, 2019, pp. 45-46)

Based on a comparison of Existing (2019) traffic volumes to the Horizon Year (2040) forecasts, the average growth rate is estimated at approximately 3.34%, compounded annually between Existing (2019) and 2040 traffic conditions. The annual growth rate at each individual intersection is not lower than 1.98% compounded annually to as high as 4.55% compounded annually over the same time period. Therefore, the annual growth rate utilized for the purposes of this analysis would appear to conservatively approximate the anticipated regional growth in traffic volumes in the County of Riverside for EAPC (2021) and Horizon Year (2040) traffic conditions, especially when considered along with the addition of project-

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related traffic, which would tend to overstate as opposed to understate the potential impacts to traffic and circulation. (Urban Crossroads, 2019, p. 40)

Existing Plus Project (E+P) Conditions

This subsection discusses the traffic forecasts for Existing Plus Project (E+P) conditions and the resulting peak hour intersection operations and traffic signal warrant analyses. This analysis scenario has been provided for informational purposes only as Project impacts have been discerned from a comparison of Existing (2019) to EAP (2021) and EAPC (2021) traffic conditions, per the County's Traffic Impact Analysis Preparation Guide (Riverside County, 2008). (Urban Crossroads, 2019, p. 47)

Roadway Improvements – E+P Traffic Conditions

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Figure 5-2, except that it is assumed that Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways). (Urban Crossroads, 2019, p. 47)

E+P Traffic Volume Forecasts

This scenario includes Existing traffic volumes plus Project traffic. Exhibit 5-1 of the Project's TIA (*Technical Appendix I*) shows the ADT and AM and PM peak hour volumes that can be expected for E+P traffic conditions. (Urban Crossroads, 2019, p. 47)

Intersection Operations Analysis – E+P Traffic Conditions

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 of the Project's TIA (*Technical Appendix I*).

The intersection analysis results are summarized in Table 5-21, *Intersection Analysis for E+P Conditions*, and the intersection operations analysis worksheets are included in Appendix 5.1 of the Project's TIA (Urban Crossroads, 2019, p. 47).

As shown on Table 5-21, the study area intersections are projected to operate at an acceptable LOS (LOS "D" or better), except at Intersection #1 – Leon Road & Benton Road, which was previously identified as operating at a deficient LOS under Existing (2019) conditions. This intersection also was shown to operate at a deficient LOS E during the PM peak hour under existing conditions. Additionally, this intersection was anticipated to need signalization by the County's Development Impact Fee (DIF) fee program to operate at an acceptable LOS, and the required traffic signal is programmed as part of the DIF program; thus, the deficient LOS at this intersection does not comprise new information of substantial importance, and the circumstances under which the Project is being undertaken do not require major revisions to the previous EIR. As shown in Table 5-22, *Intersection Analysis for E+P Conditions with Improvements*, with installation of a traffic signal as programmed by the County's DIF fee program, the intersection of Leon Road & Benton Road would operate at an acceptable LOS E in the PM peak hour.

Table 5-21 Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control ²	Existing (2019)				E+P			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Leon Rd. & Benton Rd.	CSS	22.7	38.1	C	E	24.0	43.4	C	E
2	Cognac St./Van Gaale Ln. & Benton Rd. ³	AWS	13.5	15.1	B	C	14.0	16.0	B	C
3	Driveway 1 & San Remo Dr.	<u>CSS</u>	Future Intersection				8.7	8.5	A	A
4	Driveway 2 & Benton Rd.	<u>CSS</u>	Future Intersection				9.9	9.4	A	A
5	Pourroy Rd. & Thompson Rd. ³	AWS	11.3	11.2	B	B	11.6	11.7	B	B
6	Pourroy Rd. & San Remo Dr.	CSS	13.4	18.9	B	C	17.0	22.1	C	C
7	Pourroy Rd. & Benton Rd.	TS	34.7	32.4	C	C	37.3	41.2	D	D

***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

²AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement

³Synchro analysis software does not allow for more than 3 lanes in one direction at an all-way stop controlled intersection. Where applicable, the analysis does not include the right turn lane.

Source: (Urban Crossroads, 2019, Table 5-1)

Table 5-22 Intersection Analysis for E+P Conditions with Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service					
			Northbound				Southbound				Eastbound				Westbound				AM	PM	AM	PM
			L	T	R		L	T	R		L	T	R		L	T	R					
1	Leon Rd. & Benton Rd.	CSS	0	0	0	1	0	1	1	1	0	0	2	1	24.0	43.4	C	E				
	- With Improvements	<u>TS</u>	0	0	0	1	0	1	1	1	0	0	2	1	11.3	12.4	B	B				

¹When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

²Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal

or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³CSS = Cross-Street Stop; TS = Traffic Signal; TS = Improvement

Source: (Urban Crossroads, 2019, Table 5-2)

Traffic Signal Warrants Analysis – E+P Traffic Conditions

With the addition of Project traffic, there are no intersections anticipated to meet planning level (ADT) or peak hour volume-based traffic signal warrants under E+P traffic conditions, in addition to the intersections previously identified under Existing (2019) traffic conditions (see Appendix 5.2 of the Project’s TIA, *Technical Appendix I*). (Urban Crossroads, 2019, p. 47)

As discussed above, the Intersection #1 – Leon Road & Benton Road meets the planning level (ADT and peak hour) volume-based traffic signal warrant for Existing (2019) conditions. However, a traffic signal is planned at the Intersection #1 as part of the County’s DIF fee program. (Urban Crossroads, 2019, p. 57) Thus, the need for signalization of this intersection does not comprise new information of substantial

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importance, and the circumstances under which the Project is being undertaken do not require major revisions to the previous EIR.

Existing Plus Ambient Plus Project (EAP) 2021 Traffic Analysis

This Subsection discusses the methods used to develop EAP (2021) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses.

Roadway Improvements – EAP 2021 Conditions

The lane configurations and traffic controls assumed to be in place for EAP (2021) conditions are consistent with those shown previously on Figure 5-2, except that it is assumed that Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP (2021) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways). (Urban Crossroads, 2019, p. 53)

EAP (2021) Traffic Volume Forecasts

This scenario includes Existing (2019) traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic. Exhibit 6-1 of the Project's TIA (*Technical Appendix I*) shows the weekday ADT and AM and PM peak hour volumes which can be expected for EAP (2021) traffic conditions. (Urban Crossroads, 2019, p. 53)

Intersection Operations Analysis – EAP 2021 Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAP (2021) conditions with existing roadway and intersection geometrics consistent with those described above under "Roadway Improvements – EAP 2021 Conditions." As shown in Table 5-23, *Intersection Analysis for EAP 2021 Conditions*, and as illustrated on Exhibit 6-2 of the Project's TIA (*Technical Appendix I*), there are no additional intersections anticipated to operate at an unacceptable LOS under EAP (2021) traffic conditions, in addition to the intersections previously identified under Existing (2019) traffic conditions. The intersection operations analysis worksheets for EAP (2021) conditions are included in Appendix 6.1 of the Project's TIA. (Urban Crossroads, 2019, p. 53)

As previously indicated, Intersection #1 – Leon Road & Benton Road operates at a deficient LOS under Existing (2019) conditions; thus, the addition of Project traffic at this intersection represents a cumulatively-considerable impact (refer to Table 5-23). There are no new improvements recommended for EAP conditions, other than those previously identified under E+P conditions. In order to improve this intersection to acceptable LOS under EAP 2021 conditions, a traffic signal would need to be installed at the intersection. As discussed above, this intersection was anticipated to need signalization by the County's DIF fee program to operate at an acceptable LOS, and the required traffic signal is programmed as part of the DIF program; thus, the deficient LOS at this intersection does not comprise new information of substantial importance, and the circumstances under which the Project is being undertaken do not require major revisions to the previous EIR. As shown in Table 5-24, *Intersection Analysis for EAP (2020) Conditions with Improvements*, with mandatory payment of DIF fees required by standard County COAs

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Table 5-23 Intersection Analysis for EAP 2021 Conditions

#	Intersection	Traffic Control ²	Existing (2019)				EAP (2021)			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Leon Rd. & Benton Rd.	CSS	22.7	38.1	C	E	25.8	48.9	D	E
2	Cognac St./Van Gaale Ln. & Benton Rd. ³	AWS	13.5	15.1	B	C	14.6	16.9	B	C
3	Driveway 1 & San Remo Dr.	<u>CSS</u>	Future Intersection				8.7	8.5	A	A
4	Driveway 2 & Benton Rd.	<u>CSS</u>	Future Intersection				10.0	9.4	B	A
5	Pourroy Rd. & Thompson Rd. ³	AWS	11.3	11.2	B	B	11.9	12.1	B	B
6	Pourroy Rd. & San Remo Dr.	CSS	13.4	18.9	B	C	17.5	23.4	C	C
7	Pourroy Rd. & Benton Rd.	TS	34.7	32.4	C	C	40.8	44.7	D	D

***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

²AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement

³Synchro analysis software does not allow for more than 3 lanes in one direction at an all-way stop controlled intersection. Where applicable, the analysis does not include the right turn lane.

Source: (Urban Crossroads, 2019, Table 6-1)

Table 5-24 Intersection Analysis for EAP (2020) Conditions with Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service					
			Northbound				Southbound				Eastbound				Westbound				AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	
1	Leon Rd. & Benton Rd.	CSS	0	0	0	1	0	1	1	1	0	0	2	1	25.8	48.9	D	E				
	- With Improvements	<u>TS</u>	0	0	0	1	0	1	1	1	0	0	2	1	11.3	12.5	B	B				

¹When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

²Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal

or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³CSS = Cross-Street Stop; TS = Traffic Signal; TS = Improvement

Source: (Urban Crossroads, 2019, Table 6-2)

and installation of a traffic signal as part of the County’s DIF program, Project impacts to the intersection of Leon Road & Benton Road under EAP (2021) conditions would be less than significant.

Traffic Signal Warrants Analysis – EAP 2021 Conditions

Traffic signal warrants have been performed (based on the California Manual on Uniform Traffic Control Devices [MUTCD]) for EAP (2021) traffic conditions based on daily volumes. There are no additional study area intersections anticipated to meet planning level (ADT and peak hour) volume-based traffic signal warrants under EAP (2021) traffic conditions, in addition to the intersections previously identified under Existing (2019) traffic conditions (see Appendix 6.2 of the Project’s TIA, which is included as *Technical Appendix I*). (Urban Crossroads, 2019, p. 53)

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As discussed above, Intersection #1 – Leon Road & Benton Road meets the planning level (ADT and peak hour) volume-based traffic signal warrant for Existing (2019) conditions. Thus, the addition of Project traffic to this intersection represents a cumulatively-considerable impact of the Project. However, and as discussed above, this intersection was anticipated to need signalization by the County’s DIF fee program, and the required traffic signal is programmed as part of the DIF program; thus, the need for signalization of this intersection does not comprise new information of substantial importance, and the circumstances under which the Project is being undertaken do not require major revisions to the previous EIR. (Urban Crossroads, 2019, p. 57) Because the Project Applicant would be required to contribute appropriate DIF fees as required by the County’s standard Conditions of Approval (COAs) prior to occupancy, the Project’s cumulatively-considerable impacts due to the need to signalize Intersection #1 would be reduced to less-than-significant levels.

Existing Plus Ambient Plus Cumulative Plus Project (EAPC) 2021 Traffic Analysis

This Subsection discusses the methods used to develop EAPC (2021) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses. (Urban Crossroads, 2019, p. 59)

Roadway Improvements – EAPC 2021 Conditions

The lane configurations and traffic controls assumed to be in place for EAPC (2021) conditions are consistent with those shown previously on Figure 5-2, with the exception of the following: (Urban Crossroads, 2019, p. 59)

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC (2021) conditions only (e.g., intersection and roadway improvements along the Project’s frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2021) conditions (e.g., intersection and roadway improvements along the cumulative development’s frontages).

EAPC (2021) Traffic Volume Forecasts

To account for background traffic, other known cumulative development projects in the study area were included in addition to 4.04% of ambient growth for EAPC (2021) traffic conditions in conjunction with traffic associated with the Project. Exhibit 7-1 of the Project’s TIA (*Technical Appendix I*) shows the weekday ADT and AM and PM peak hour volumes which can be expected for EAPC (2021) traffic conditions. (Urban Crossroads, 2019, p. 59)

Intersection Operations Analysis – EAPC 2021 Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAPC (2021) conditions with existing roadway and intersection geometrics consistent with those described above under “Roadway Improvements – EAPC 2021 Conditions.” The intersection operations

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analysis worksheets for EAPC (2021) conditions are included in Appendix 7.1 of the Project’s TIA. (Urban Crossroads, 2019, p. 59)

As shown in Table 5-25, *Intersection Analysis for EAPC (2021) Conditions*, and illustrated on Exhibit 7-2 of the Project’s TIA (*Technical Appendix I*), Intersection #1 would operate at a deficient LOS with the addition of cumulative traffic and traffic from the Project. Because impacts to this intersection is the result of cumulative development traffic, Project impacts to this intersection would be cumulatively considerable. (Urban Crossroads, 2019, p. 59)

Table 5-25 Intersection Analysis for EAPC (2021) Conditions

#	Intersection	Traffic Control ²	EAPC (2021)			
			Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	Leon Rd. & Benton Rd.	CSS	29.0	61.6	D	F
2	Cognac St./Van Gaale Ln. & Benton Rd. ³	AWS	15.6	19.3	C	C
3	Driveway 1 & San Remo Dr.	<u>CSS</u>	8.7	8.5	A	A
4	Driveway 2 & Benton Rd.	<u>CSS</u>	10.1	9.5	B	A
5	Pourroy Rd. & Thompson Rd. ³	AWS	12.2	12.4	B	B
6	Pourroy Rd. & San Remo Dr.	CSS	18.0	24.9	C	C
7	Pourroy Rd. & Benton Rd.	TS	43.6	52.7	D	D

***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

²AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement

³Synchro analysis software does not allow for more than 3 lanes in one direction at an all-way stop controlled intersection. Where applicable, the analysis does not include the right turn lane.

Source: (Urban Crossroads, 2019, Table 7-1)

In order to improve this intersection to acceptable LOS under EAPC 2021 conditions, a traffic signal would need to be installed at the intersection. As discussed above, this intersection was anticipated to need signalization by the County’s DIF fee program to operate at an acceptable LOS, and the required traffic signal is programmed as part of the DIF program; thus, the deficient LOS at this intersection does not comprise new information of substantial importance, and the circumstances under which the Project is being undertaken do not require major revisions to the previous EIR. As shown in Table 5-26, *Intersection Analysis for EAPC (2021) Conditions with Improvements*, with mandatory payment of DIF fees required by standard County COAs, Project impacts under EAPC (2021) conditions would be less than significant.

Traffic Signal Warrants Analysis – EAPC 2021 Conditions

Traffic signal warrants have been performed for EAPC (2021) traffic conditions based on daily volumes. There are no additional study area intersections anticipated to meet planning level (ADT and peak hour) volume-based traffic signal warrants under EAPC (2021) traffic conditions, in addition to the intersections previously identified under Existing (2019) traffic conditions (see Appendix 7.2 of the Project’s TIA, which is included as *Technical Appendix I*). (Urban Crossroads, 2019, p. 59)

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Table 5-26 Intersection Analysis for EAPC (2021) Conditions with Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Leon Rd. & Benton Rd.	CSS	0	0	0	1	0	1	1	1	0	0	2	1	29.0	61.6	D	F
	- With Improvements	<u>TS</u>	0	0	0	1	0	1	1	1	0	0	2	1	11.4	12.7	B	B

¹When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

²Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal

or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³CSS = Cross-Street Stop; TS = Traffic Signal; TS = Improvement

Source: (Urban Crossroads, 2019, Table 7-2)

As discussed previously, the Intersection #1 – Leon Road & Benton Road meets the planning level (ADT and peak hour) volume-based traffic signal warrant for Existing (2019) conditions. Thus, the addition of Project traffic to this intersection represents a cumulatively-considerable impact of the Project. However, and as discussed above, this intersection was anticipated to need signalization by the County’s DIF fee program, and the required traffic signal is programmed as part of the DIF program; thus, the need for signalization of this intersection does not comprise new information of substantial importance, and the circumstances under which the Project is being undertaken do not require major revisions to the previous EIR. (Urban Crossroads, 2019, p. 63) Because the Project Applicant would be required to contribute appropriate DIF fees prior to occupancy as required by the County’s standard COAs, the Project’s cumulatively-considerable impacts due to the need for signalization of Intersection #1 would be reduced to less-than-significant levels.

Horizon Year 2040 Traffic Analysis

This Subsection discusses the methods used to develop Horizon Year (2040) With and Without Project traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analysis (Urban Crossroads, 2019, p. 65).

Roadway Improvements – Horizon Year (2040) Conditions

The lane configurations and traffic controls assumed to be in place for Horizon Year (2040) conditions are consistent with those shown previously on Figure 5-2, with the exception of the following: (Urban Crossroads, 2019, p. 65)

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Horizon Year (2040) conditions only (e.g., intersection and roadway improvements along the Project’s frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Horizon Year (2040) conditions only (e.g.,

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intersection and roadway improvements along the cumulative development's frontages and driveways).

Horizon Year (2040) Without Project Traffic Volume Forecasts

This scenario includes the refined post-processed volumes obtained from the RivTAM. The weekday ADT traffic volumes which can be expected for Horizon Year (2040) Without Project traffic conditions are shown on Exhibit 8-1 of the Project's TIA (*Technical Appendix I*). The weekday AM and PM peak hour volumes which can be expected for Horizon Year (2040) Without Project traffic conditions are also shown on Exhibit 8-1.

Horizon Year (2040) With Project Traffic Volume Forecasts

This scenario includes the refined post-processed volumes obtained from the RivTAM, plus Project volumes. The weekday ADT traffic volumes which can be expected for Horizon Year (2040) With Project traffic conditions are shown on Exhibit 8-2 of the Project's TIA (*Technical Appendix I*). The weekday AM and PM peak hour volumes which can be expected for Horizon Year (2040) With Project traffic conditions also are shown on Exhibit 8-2.

Intersection Operations Analysis – Horizon Year (2040) Without Project Traffic Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2040) Without Project conditions with existing roadway and intersection geometrics consistent with those described above under "Roadway Improvements – Horizon Year (2040) Without Project Conditions." The intersection operations analysis worksheets for Horizon Year (2040) Without Project conditions are included in Appendix 8.1 of the Project's TIA. (Urban Crossroads, 2019, p. 68)

As shown in Table 5-27, *Intersection Analysis for Horizon Year (2040) Conditions*, and illustrated on Exhibit 8-3 of the Project's TIA (*Technical Appendix I*), the following study area intersections would operate at a deficient LOS with the addition of cumulative traffic and without traffic from the Project. (Urban Crossroads, 2019, p. 68)

- Leon Road & Benton Road (#1) – LOS F AM and PM peak hours
- Cognac Street/Van Gaale Lane & Benton Road (#2) – LOS F AM and PM peak hours
- Pourroy Road & San Remo (#6) – LOS E peak hour only
- Pourroy Road & Benton Road (#7) – LOS F AM and PM peak hours

Intersection Operations Analysis – Horizon Year (2040) With Project Traffic Conditions

As shown on Table 5-27 and illustrated on Exhibit 8-4 of the Project's TIA (*Technical Appendix H*), there are no additional study area intersections anticipated to operate at a deficient LOS during one or both peak hours for Horizon Year (2040) traffic conditions with the addition of Project traffic. The intersection operations analysis worksheets for Horizon Year (2040) With Project traffic conditions are included in Appendix 8.2 of this TIA. However, the Project would contribute 50 or more peak hour trips to the

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Table 5-27 Intersection Analysis for Horizon Year (2040) Conditions

#	Intersection	Traffic Control ²	2040 Without Project				2040 With Project			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Leon Rd. & Benton Rd.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F
2	Cognac St./Van Gaale Ln. & Benton Rd. ³	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F
3	Driveway 1 & San Remo Dr.	<u>CSS</u>	Future Intersection				9.0	8.7	A	A
4	Driveway 2 & Benton Rd.	<u>CSS</u>	Future Intersection				13.3	11.6	B	B
5	Pourroy Rd. & Thompson	AWS	16.3	19.0	C	C	17.0	20.8	C	C
6	Rd. ³ Pourroy Rd. & San Remo	CSS	26.7	41.0	D	E	41.8	91.4	E	F
7	Dr. Pourroy Rd. & Benton Rd.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F

***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

²AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement

³Synchro analysis software does not allow for more than 3 lanes in one direction at an all-way stop controlled intersection. Where applicable, the analysis does not include the right turn lane.

Source: (Urban Crossroads, 2019, Table 8-1)

following intersections that were shown to operate at a deficient LOS under Horizon Year (2040) conditions without Project traffic; thus, Project impacts to the following intersections would be cumulatively considerable under Horizon Year (2040) conditions:

- Leon Road & Benton Road (#1) – LOS F AM and PM peak hours
- Cognac Street/Van Gaale Lane & Benton Road (#2) – LOS F AM and PM peak hours
- Pourroy Road & San Remo (#6) – LOS E peak hour only
- Pourroy Road & Benton Road (#7) – LOS F AM and PM peak hours

It should be noted that EIR No. 374 anticipated that additional improvements to study area intersections would be required, and imposed Mitigation Measure MM D.1-6 requiring that mitigation measures needed to achieve the minimum LOS as required by the General Plan shall be evaluated at each phase of development within SP 286. In accordance with Mitigation Measure MM D.1-6, the Project’s TIA identifies feasible improvements to the above-listed intersections (including improvements identified by the County’s DIF, Transportation Uniform Mitigation Fee [TUMF]) and Road and Bridge Benefit District [RBBB] fee programs). Implementation of the improvements identified by the Project’s TIA would ensure that all study area intersections operate at an acceptable LOS under Horizon Year (2040) traffic conditions. As shown in Table 5-28, *Intersection Analysis for Horizon Year (2040) Conditions with Improvements*, with implementation of the improvements identified by DIF/TUMF/RBBB fees and fair share contributions by the Project Applicant, as required by standard County COAs and Mitigation Measures MM D.1-12 through MM D.1-14, Project impacts would be reduced to below a level of significance under Horizon Year (2040) conditions.

Table 5-28 Intersection Analysis for Horizon Year (2040) Conditions with Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Leon Rd. & Benton Rd. - With Improvements	CSS	0	<u>1</u>	0	1	<u>1</u>	<u>0</u>	1	1	0	<u>1</u>	2	1	>100.0	>100.0	F	F
		TS	<u>1</u>	<u>2</u>	0	1	<u>2</u>	<u>0</u>	1	<u>2</u>	0	<u>1</u>	2	1	42.4	34.7	D	C
2	Cognac St./Van Gaale Ln. & Benton Rd. - With Improvements	AWS	0	1	d	0	1	d	1	2	1	1	2	1	>100.0	>100.0	F	F
		TS	<u>1</u>	1	<u>0</u>	<u>1</u>	1	<u>0</u>	1	2	1	1	2	1	13.8	13.0	B	B
6	Pourroy Rd. & San Remo Dr. - With Improvements	CSS	1	1	0	1	1	1	0	1	0	0	1	0	41.8	91.4	E	F
		CSS	1	<u>2</u>	0	1	<u>2</u>	<u>0</u>	0	1	0	0	1	0	22.6	29.4	C	D
7	Pourroy Rd. & Benton Rd. - With Improvements	TS	0	1	0	0	1	1	1	1	0	1	1	1	>200.0	>200.0	F	F
		TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	1	1	<u>2</u>	<u>1</u>	1	<u>2</u>	1	28.8	26.2	C	C

¹When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1 = Improvement

²Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal

or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal; **TS** = Improvement

Source: (Urban Crossroads, 2019, Table 8-2)

Traffic Signal Warrant Analysis – Horizon Year (2040) Conditions

The following study area intersection is anticipated to meet peak hour volume-based traffic signal warrant for Horizon Year (2040) Without Project traffic conditions in addition to those previously warranted under Existing (2019) traffic conditions:

- Pourroy Road & San Remo (#6)

Worksheets for Horizon Year (2040) Without Project traffic conditions signal warrants are provided in Appendix 8.3 of the Project’s TIA (*Technical Appendix I*). There are no additional study area intersections anticipated to meet either ADT or peak hour volume-based traffic signal warrants for Horizon Year (2040) With Project traffic conditions, in addition to those warranted previously (see Appendix 8.4 of the Project’s TIA (*Technical Appendix I*)).

Although the intersection of Pourroy Road & San Remo (#6) meets the signal warrant under Horizon Year (2040) conditions, Table 5-28 shows that this intersection would operate at an acceptable LOS C in the AM peak hour and LOS D in the PM peak hour under Horizon Year (2040) conditions. Thus, a traffic signal at this location is not needed to achieve or maintain acceptable LOS, and Project impacts at this location would therefore be less than significant.

As previously discussed, Intersection #1 – Leon Road & Benton Road meets the planning level (ADT and peak hour) volume-based traffic signal warrant for Existing (2019) conditions. Thus, the addition of Project traffic to this intersection represents a cumulatively-considerable impact of the Project. However, and as

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discussed above, this intersection was anticipated to need signalization by the County's DIF fee program, and the required traffic signal is programmed as part of the DIF program; thus, the need for signalization of this intersection does not comprise new information of substantial importance, and the circumstances under which the Project is being undertaken do not require major revisions to the previous EIR. (Urban Crossroads, 2019, p. 57) Because the Project Applicant would be required to contribute appropriate DIF fees as required by the County's standard Conditions of Approval (COAs) prior to occupancy, the Project's cumulatively-considerable impacts due to the need to signalize Intersection #1 would be reduced to less-than-significant levels.

Public and Non-Vehicular Transportation

According to the County of Riverside General Plan, Class I bike lanes are proposed along Leon Road in close proximity to the Project site; however, these bike lanes would not be located along roads that abut the Project site (Urban Crossroads, 2019, Exhibit 3-4). Existing pedestrian facilities are abutting the Project site along San Remo and Pourroy Road (Urban Crossroads, 2019, Exhibit 3-5). The Project's driveways would be stop-sign controlled and sight distance at each Project driveway would be reviewed by Caltrans and the County of Riverside prior to the issuance of building permits to ensure that sight distance meets applicable Caltrans and County standards and provides for safe bicycle and pedestrian circulation. Accordingly, implementation of the Project would not conflict with local bicycle plans.

Bus Route 79 operates in close proximity to the Project site; however, this bus route does not operate along roads that abut the Project site (Urban Crossroads, 2019, p. 25). There are no other public transit services in the vicinity of the Project site under existing conditions. Accordingly, implementation of the Project would not conflict with local public transit service.

As demonstrated by the foregoing analysis, the Project would not conflict with adopted policies, plans or programs related to alternative transportation, or otherwise substantially decrease the performance or safety of such facilities, and a less-than-significant impact would occur.

Vehicle Miles Travelled (VMT)

In regards to VMT, it is questionable whether CEQA requires this addendum to analyze VMT, because at the time EIR No. 374 was certified, there was no CEQA requirement to analyze VMT impacts. *A Local & Regional Monitor v. City of Los Angeles* (1993) 12 Cal.App.4th 1773, 1801. In addition, even if the requirement to analyze VMT impacts in this addendum were applicable, at the time EIR No. 374 was certified, VMT impacts were known; EIR No. 374 disclosed a quantification of VMT, and thus adoption of the requirement to analyze VMT does not constitute significant new information, requiring preparation of a subsequent or supplemental EIR. *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320. Notwithstanding the foregoing, in order to provide full disclosure of the Project's VMT impacts, the following analysis discloses the Project's VMT impacts. CEQA Guidelines § 15064.3(b) includes specific considerations for evaluating a project's transportation impacts using a VMT measure, instead of evaluating impacts based on Level of Service (LOS) criteria, as required by California Senate Bill (SB) 743. LOS has been used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades, including at the time EIR No. 374 was certified in 1997. In 2013,

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SB 743 was passed, which is intended to balance the need for LOS for traffic planning with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes-competing needs. In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines changes were approved by the Office of Administrative Law and are now in effect. As such, LOS can no longer be the basis for determining an environmental effect under CEQA, and the basis is now based on VMT. However, at the time this EIR Addendum was considered at public hearing (July 15, 2020), the County of Riverside did not yet have an approved methodology in place to evaluate impacts due to VMTs.

Although EIR No. 374 did not draw a VMT conclusion under the topic of transportation, EIR No. 374 contained sufficient information about trip length associated with the Winchester 1800 SP that with the exercise of reasonable diligence, information about the Winchester 1800 SP's potential effect due to VMT was readily available to the public in the Air Quality section of EIR No. 374. In comparison to the land uses and other assumptions about buildout of the Winchester 1800 SP utilized in EIR No. 374 (which assumed the Project site would be developed with commercial and very high-density residential uses), the proposed Project would result in a reduction of ADT, which correlates to a reduction in VMT. As discussed above in subsection 5.1.3, the Project would result in an increase in 10 dwelling units as compared to the adopted Winchester 1800 SP 286, but would result in a reduction of 9.3 acres of CR land uses. With respect to VMT, the increase of 10 dwelling units as proposed by the Project based on the "Single Family Detached Residential" land use code, (9.44 trips x 10 units = 95 trips) would be more than off-set by the proposed reduction of 9.3 acres of CR land uses [(CR land use maximum FAR = 0.35) (0.35 FAR x 9.3 acres = 141,788 s.f. maximum commercial development) based on the "Shopping Center" land use code, (37.75 trips x 141,788 s.f. /1,000 = 5,353 trips)]. Thus, the Project would produce fewer VMT as compared to the adopted SP 286 land use plan. Furthermore, according to data in the Demographics and Growth Forecast prepared by SCAG, after EIR No. 374 was certified in 1997, in the year 2000, the working-age resident population versus employment (WARP-E) within Riverside County was 1.79 (SCAG, 2020). In 2016, the WARP-E within Riverside County increased to 1.96. The increase in WARP-E indicates that the number of jobs in Riverside County increased, thus providing more local employment opportunities for residents within the County, leading to shorter trip lengths for home to work commutes, and leading to less VMT per household.

Because home to work VMT trip lengths are lower in Riverside County overall as compared to when EIR No. 374 was certified, due to a more equal jobs to housing balance, and because the Project would produce substantially less traffic than was analyzed by EIR No. 374 the Project as proposed would result in a reduction in VMT associated with the buildout of Planning Areas 40 and 41 as compared to the land uses assumed by EIR No. 374 and as compared to the adopted SP 286 land uses for the site. Accordingly, implementation of the Project would not result in any new transportation impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

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Conclusion – Traffic Impacts

Pursuant to standard County COAs, the Project Applicant would be required to participate in the County of Riverside TUMF, Southwest RBBB, and DIF fee programs. Additionally, EIR No. 374 anticipated that additional improvements to study area intersections would be required, and imposed Mitigation Measure MM D.1-6 requiring that mitigation measures needed to achieve the minimum LOS as required by the General Plan shall be evaluated at each phase of development within SP 286. In accordance with Mitigation Measure MM D.1-6, the Project's TIA identifies feasible improvements to address projected LOS deficiencies under all analysis scenarios, including fair-share contributions and improvements identified by the County's DIF, TUMF, and RBBB fee programs. Implementation of the improvements identified by the Project's TIA would ensure that all study area intersections operate at an acceptable LOS under Horizon Year (2040) traffic conditions. In order to ensure that the improvements recommended by the Project's TIA are implemented, new Mitigation Measures MM D.1-12 through MM D.1-14 have been identified. Pursuant to Mitigation Measures MM D.1-12 through MM D.1-14, the Project would be required to make fair share payments for improvements not funded by the County's DIF, TUMF, or RBBB fee programs, and the Project Applicant also would be required to contribute DIF, TUMF, and RBBB fees towards programmed improvements. Implementation of the recommended mitigation and participation in the County's mitigation fee programs would fund the construction of improvements to the local roadway system necessary to provide adequate LOS, which would offset the Project's contribution of traffic to local roadways and intersections. As such, the Project's cumulatively-considerable impacts to intersections under E+P, EAP, EAPC, and Horizon Year (2040) conditions would be reduced to less-than-significant levels with adherence to required mitigation measures. Furthermore, the Project would be subject to mitigation measures identified in EIR No. 374 to ensure that the Project Applicant would provide adequate sidewalks, bike lanes, and bus stops within the Project area. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

- b) Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

EIR No. 374 Finding: EIR No. 374 did not identify any impacts due to a conflict with an applicable congestion management program. Although EIR No. 374 did not evaluate this threshold, EIR No. 374 did disclose impacts to circulation facilities that would occur with buildout of the Winchester 1800 SP, including impacts to facilities that are identified in the Riverside County Congestion Management Plan (CMP). EIR No. 374 concluded that with implementation of mitigation measures, all impacts to study area intersections, including CMP intersections, would be reduced to less-than-significant levels. (Riverside County, 1997, pp. V-146, V-149 - V-151, V-153)

No Substantial Change from Previous Analysis: The congestion management program (CMP) applicable to the Project area is the Riverside County Transportation Commission's (RCTC) 2011 Riverside County Congestion Management Program. The threshold above which an analysis of CMP facilities may be required is considered to be 50 peak hour trips (Caltrans, 2002, p. 2). None of the study area intersections are identified as CMP facilities in the Riverside County CMP, and the Project would not contribute more

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than 50 peak hour trips to any CMP facilities (Urban Crossroads, 2019, p. 4). As such, the Project would have no potential to conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways, and no impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

EIR No. 374 Finding: EIR No. 374 concluded that the Winchester 1800 SP project would ensure that curves and roads would be designed to permit safe movement of vehicular traffic through the project area. EIR No. 374 did not identify any increase in hazards due to a design feature or incompatible uses. (Riverside County, 1997, p. V-149)

No Substantial Change from Previous Analysis: The Project Applicant proposes to implement Planning Area 40 of the Winchester 1800 SP (as modified by the Project), and Project improvements would be limited to frontage improvements of Benton Road, San Remo, and Pourroy Road, in addition to improvements to the intersections of Pourroy Road & San Remo and Pourroy Road & Benton Road. Improvements proposed by the Project Applicant are fully consistent with the circulation plan included in the Winchester 1800 SP and evaluated by EIR No. 374. Additionally, and consistent with the findings of EIR No. 374, the Project would be compatible in transportation design with the existing land uses and roadway network in the surrounding area, and the Project would not create a transportation hazard as a result of an incompatible use. All improvements planned as part of the Project would be in conformance with applicable Riverside County roadway standards, and would not result in any hazards due to a design feature and would not result in inadequate emergency access. Accordingly, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

d) Would the Project cause an effect upon, or a need for new or altered maintenance of roads?

EIR No. 374 Finding: EIR No. 374 concluded that the Riverside County Circulation Element would be amended by both the Winchester 1800 SP and the Airport Community Transportation Study and would include the extension and expansion of Pourroy Road, and the addition three Secondary Roadway links (Street "A," Street "B," and Street "I) to interconnect land uses and arterials within the vicinity of the Winchester 1800 SP. Impacts associated with the construction of new and expanded roads were analyzed in EIR No. 374 which concluded that impacts would be less than significant with incorporation of Mitigation Measures MM D.1-1 through MM D.1-11. (Riverside County, 1997, p. V-140)

No Substantial Change from Previous Analysis: The Project would cause an effect on and increase the need for maintenance of roadways in the local area. However, as compared to the Project evaluated in EIR No. 374, the Project would generate fewer ADT than was assumed by EIR No. 374, indicating that Project impacts due to the need for roadway maintenance would be less than was disclosed by and

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analyzed in EIR No. 374. This is because the Project's proposed "High Density Residential (HDR)" land uses would be less intense than the range of land uses allowed per the site's existing land use designations of "Very High Density Residential (VHDR)" and "Commercial Retail (CR)." All of the Project's on-site roadways would be private streets that would be maintained by the Homeowners Association (HOA). Thus, the Project would not result in new or altered maintenance of roads; however, the Project would dedicate ROW along the site's frontage with Benton Road, San Remo, and Pourroy Road. Although the Project would result in an incremental increase in the need for new or altered maintenance of roads, such impacts would be off-set by applicable County fees as well as from property taxes. Additionally, there are no components of the Project that would inhibit the County's ability to continue to maintain roadways in the local area. As such, impacts would be less than significant, and implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

e) Would the Project cause an effect upon circulation during the project's construction?

EIR No. 374 Finding: EIR No. 374 did not identify any impacts to circulation during construction activities.

No Substantial Change from Previous Analysis: As noted by EIR No. 374, the Project Applicant would be required to implement traffic control measures during proposed frontage improvements to Benton Road, San Remo, and Pourroy Road; however, the Project's planned frontage improvements would not substantially affect traffic operations on these roadways because the improvements largely would affect only the edges of the roadway without significantly degrading the capacity of these facilities. Additionally, it is anticipated that surrounding roadways have sufficient capacity to accommodate construction vehicle traffic traveling to and from the site because construction-related traffic would not exceed traffic volumes anticipated upon buildout of the Project. Accordingly, impacts to the circulation network during construction would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

f) Would the Project result in inadequate emergency access or access to nearby uses?

EIR No. 374 Finding: EIR No. 374 did not identify any impacts to emergency access or access to nearby uses.

No Substantial Change from Previous Analysis: Although the Project Applicant proposes frontage improvements to Benton Road, San Remo, and Pourroy Road, the Project Applicant would be required to implement traffic control measures to preclude impacts to operations of these roadways during the construction of improvements. Additionally, the Project Applicant would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. Furthermore, the Project would not affect any roadways that provide emergency access under existing conditions. With required adherence to County requirements for emergency access, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not

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already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
38. Bike Trails				
a. Include the construction or expansion of a bike system or bike lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project include the construction or expansion of a bike system or bike lanes?

EIR No. 374 Finding: EIR No. 374 concluded that buildout of Winchester 1800 Specific Plan would result in the construction public roads. EIR No. 374 identified Mitigation Measure MM D.1-2 to ensure that all bike trails developed as part of the project would be designed as Class I bikeways generally located in separate rights-of-way and in accordance with the standards contained within Chapter 1000 of the California Department of Transportation – Highway Design Manual (Fourth Edition). With incorporation of mitigation, EIR No. 374 determined that impacts to bike trails would be less than significant.

No Substantial Change from Previous Analysis: As evaluated previously in Threshold 38(a), there are no bike lanes that exist nor plan to be located along roads that abut the Project site (Urban Crossroads, 2019, Exhibit 3-4). Although frontage improvements proposed as part of the Project would accommodate Class II bike lanes, improvements to abutting roadways is inherent to the Project’s construction phase and have been evaluated herein accordingly. As demonstrated herein, with implementation of the mitigation measures identified by EIR No. 374 and standard County COAs, impacts during the Project’s construction phase would be less than significant and would be within the scope of analysis of EIR No. 374. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to transportation. Seven of these measures, Mitigation Measures MM D.1-2, MM D.1-3, MM D.1-5 through MM D.1-9, listed below, would continue to apply to the Project and would be enforced as part of the Project’s conditions of approval. Additionally, while EIR No. 374 included Mitigation Measure MM D.1-1, MM D.1-4, MM D.1-10 and MM D.1-11, these mitigation measures are not located within the Project boundaries and the improvements required by these mitigation measures are not required to maintain acceptable LOS at study area facilities with implementation of the proposed Project; thus, Mitigation Measures MM D.1-1, MM D.1-4, MM D.1-10, and MM D.1-11 are not applicable to the Project. In addition, pursuant to EIR No. 374 Mitigation Measure MM D.1-6, a Project-specific TIA was prepared which identifies improvements needed to achieve

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the minimum LOS at study area intersections as required by the General Plan. While some of the recommended improvements are included in the County's DIF, TUMF, and/or RBBB fee programs, Mitigation Measures D.1-12 through D.1-14 have been imposed on the Project to require fair-share fee contributions for improvements not currently included in these fee programs. Thus, the new mitigation measures merely implement Mitigation Measure MM D.1-6 from EIR No. 374 at the Project level. Furthermore, the HDR land uses proposed by the Project would produce substantially less traffic than the VHDR and CR land uses per the adopted SP 286 land use designations for the Project site, thereby indicating that the new mitigation measures are not the result of the Project causing increased traffic impacts as compared to what was evaluated and disclosed by EIR No. 374.

MM D.1-2 Alternative Transportation Modes. The Winchester 1800 Specific Plan shall provide a system of sidewalks or pathways in residential and commercial areas that provides a safe environment for pedestrians. Bike lanes shall be provided within roadway cross-sections. All bike trails developed as part of this Specific Plan shall be designated as Class I bikeways generally located within separate rights-of-way in accordance with the standards contained within the most recently updated Chapter 1000 of the California Department of Transportation - Highway Design Manual. SWAP designates a Class I bike trail along the east side of Washington Avenue across from the project site.

MM D.1-3 Although the study area is currently not served by a transit service, bus turnout and proposed bus stop locations have been recommended by the Traffic Engineer (see Figure V-20, Bus Turnout and Stop Locations). As recommended, bus stops are spaced to maximize passenger accessibility, convenience and safety, while minimizing undue delay or traffic interruptions. Bus stops are generally spaced 800 feet to 1,200 feet apart on roadways surrounding the project (see Appendix G for additional criteria that was the basis for these recommendations). Bus turnouts and potential future bus stop locations shall be constructed at these recommended locations that are located within the project boundaries. As part of the approval process for the traffic impact study prepared for each development within the Specific Plan, the Riverside Transit Agency (RTA) shall be consulted for any bus stop design or location standards for the project area.

MM D.1-5 Any landscaping within public road rights or way will require approval by the County Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department. The minimum width for landscaped medians shall be 14 feet.

MM D.1-6 The mitigation measures required to achieve the minimum level of service as required by the General Plans shall be evaluated at each phase of project development. The mitigation for each parcel map, tract maps, plot plan, conditional use permit, and/or public use permit shall be determined at the time these development projects are proposed, based upon current traffic impact studies considering the cumulative effects of previously approved projects.

MM D.1-7 The project proponent shall make application to amend the Public Facilities and Services Element of the Comprehensive General Plan:

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- a. Establish Pourroy Road from Auld Road to Winchester Road as a Major Roadway (100' right-of-way).
- b. Establish Street "A" from Washington Street to Winchester Road as a Secondary Roadway (88' right-of-way).
- c. Delete Baxter Road on-site from Winchester Road to Washington Road.

MM D.1-8 All roads shall be improved per the recommended General Plan designation, as approved by the County Board of Supervisors.

MM D.1-9 The project applicant will be a participant in the following regional transportation programs: ACTS Network and Southwest Road Bridge Benefit District. This participation will include either construction of or financial participation in the provision of regional transportation facilities and adherence to all other recommendations contained in these programs.

MM D.1-12 Prior to issuance of the first occupancy permit for the Project, the Project Applicant shall make a fair-share fee payment to the County of Riverside, to be held in trust for the following improvements to the intersection of Leon Road and Benton Road (Intersection #1):

- Construct northbound left turn lane;
- Construct northbound through lane;
- Construct northbound shared through-right turn lane;
- Construct second southbound through lane;
- Restripe southbound right turn lane as shared through-right turn lane; and
- Construct westbound left turn lane.

The Project's fair share of the above-listed improvements is 2.9%.

MM D.1-13 Prior to issuance of the first occupancy permit for the Project, the Project Applicant shall make a fair-share fee payment to the County of Riverside, to be held in trust for the following improvements to the intersection of Cognac Street/Van Gaale Lane and Benton Road (Intersection #2):

- Install a traffic signal;
- Restripe the northbound approach with a left turn lane and shared through-right turn lane; and
- Restripe the southbound approach with a left turn lane and shared through-right turn lane.

The Project's fair share of the above-listed improvements is 5.2%.

MM D.1-14 Prior to issuance of the first occupancy permit for the Project, the Project Applicant shall make a fair-share fee payment to the County of Riverside, to be held in trust for the following improvements to the intersection of Pourroy Road and Benton Road (Intersection #7):

- Construct northbound left turn lane; and
- Construct eastbound right turn lane.

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The Project's fair share of the above-listed improvements is 4.9%.

Project-Specific Conditions of Approval/Applicable Regulatory Requirements

The following standard conditions of approval shall apply to the Project:

- The Project Applicant shall contribute appropriate Development Impact Fees pursuant to Riverside County Ordinance No. 659.
- Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project Applicant shall pay fees in accordance with the fee schedule in effect at the time of payment of all Transportation Uniform Mitigation Fees in accordance with Riverside County Ordinance No. 824.
- The Project Applicant shall contribute appropriate Southwest Road and Bridge Benefit District (RBBD) Fee pursuant to Riverside County Ordinance No. 460.

5.1.19 Tribal Cultural Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
39. Tribal Cultural Resources				
<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
a. Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? (In applying for the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
- b) **Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? (In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)**

EIR No. 374 Finding: Assembly Bill 52 (AB 52) was signed into law in 2014 and added the above-listed thresholds to Appendix G of the CEQA Guidelines. Thus, at the time EIR No. 374 was certified in 1997, AB 52 was not in place and EIR No. 374 did not evaluate these thresholds. Notwithstanding, EIR No. 374 included an extensive analysis of potential impacts to cultural resources. As previously indicated herein in Subsection 5.1.5, eight archaeological sites were identified within the Winchester 1800 SP boundaries. Additionally, EIR No. 374 found that prehistoric resources may be identified in buried context and impacted during buildout of the Winchester 1800 SP. Impacts were disclosed as potentially significant, and were determined to be reduced to less-than-significant levels with the incorporation of mitigation measures. (Riverside County, 1997, p. V-129)

No Substantial Change from Previous Analysis: The above-listed thresholds were added to Appendix G to the CEQA Guidelines pursuant to AB 52. As noted above, AB 52 was signed into law in 2014 while EIR No. 374 was certified in April 29, 1997. AB 52 requires tribal consultation for certain development projects and applies only to projects that have a notice of preparation or notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. As demonstrated by the analysis herein, the Project is fully within the scope of analysis of EIR No. 374, and the Project would not trigger any of the conditions described in § 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR. As such, an Addendum to EIR No. 374 has been prepared for the Project pursuant to § 15164 of the CEQA Guidelines, and the Project would not require a notice of preparation or notice of negative declaration or mitigated negative declaration. Therefore, the provisions of AB 52 are not applicable to the Project.

Although AB 52 is not applicable to the Project, the Project would not result in significant impacts to tribal cultural resources. The records search and field survey did not indicate the presence of any prehistoric archaeological resources within the Project site. Impacts would be less than significant. Although no known significant archaeological resource sites would be impacted by the Project, consistent with the findings of EIR No. 374, there is a possibility that archaeological resources may be present beneath the site's subsurface, and may be impacted by future ground-disturbing construction activities associated with the Project. Due to the potential to discover elements of the prehistoric use of the area within the Project

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boundaries, a potentially significant impact to subsurface prehistoric resources would occur, and mitigation would be required. (BFSa, 2019, p. 5.0-1)

Implementation of Mitigation Measure MM C.15-9 would ensure any prehistoric archeological resources that may be uncovered during grading, trenching, or other ground-disturbing activities are appropriately recorded and treated. Implementation of the required mitigation would reduce the Project’s potential impacts to subsurface tribal cultural resources to less-than-significant levels. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374. (BFSa, 2019, p. 5.0-1)

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 Mitigation Measure MM C.15-9, identified above in Subsection 5.1.5, shall apply. It should be noted that Mitigation Measure MM C.15-9 has been updated to reflect the County’s standard condition of approval for the discovery of previously unidentified cultural resources, and was not modified as the result of the Project causing any new or increased significant impacts. Additionally, while EIR No. 374 included Mitigation Measures MM C.15-1 through MM C.15-8, identified above in Subsection 5.1.5, which required site relocation and impact assessment verification of specific cultural resources, the resources subject to these mitigation measures are not located within the Project boundaries; thus, Mitigation Measures MM C.15-1 through MM C.15-8 are not applicable to the Project.

5.1.20 Utilities and Service Systems

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
40. Water				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?**

EIR No. 374 Finding: EIR No. 374 concluded additional water storage would be necessary to serve the Winchester 1800 SP project. The Eastern Municipal Water District (EMWD) indicated that EMWD would have the ability to serve the Project provided that improvement facilities were implemented. EIR No. 374 identified Mitigation Measures MM D.2-1 through MM D.2-6 to ensure that construction of water facilities and infrastructure would be reduced to below a level of significance. (Riverside County, 1997, p. V-155)

No Substantial Change from Previous Analysis: The Project proposes water, sewer, and stormwater drainage infrastructure on-site that would connect to existing facilities. The installation of water, sewer lines, and stormwater drainage systems on-site as proposed by the Project would result in physical impacts to the surface and subsurface of infrastructure alignments. The Project would replace 68 feet of an existing storm drain pipe within Benton Road and construction approximately 475 feet of new storm drain pipe within Benton Road; however, the infrastructure improvements would be located within the existing disturbed right-of-way. Impacts associated with the provision of water, wastewater, and stormwater drainage service to the Project site have been evaluated throughout this Addendum, which concludes that impacts would be less than significant or would be reduced to less-than-significant levels with implementation of the EIR No. 374 mitigation measures, standard County COAs, or standard regulatory requirements. There are no components of the Project's water connections that would result in environmental effects not already addressed herein.

Water demanded by the Project site would be treated at either the Perris Valley or Hemet Water Filtration Plants, which have a combined capacity of 36 million gallons per day (mgd). According to information available from the EMWD, high density residential uses generate a demand for approximately 3,600 gallons per day (gpd)/acre of water. Thus, at buildout the Project would generate approximately 59,760 gpd (16.6 acres x 3,600 gpd/acre = 59,760 gpd). (EMWD, 2007, Table 1) The Project's daily generation of water represents 0.2% of the combined capacity at the Perris Valley and Hemet Water Filtration Plants. Accordingly, adequate capacity exists at the Perris Valley and Hemet Water Filtration Plants to serve the Project's projected demand and construction of additional water treatment facilities would not be required.

The Project would be served by the Temecula Valley Regional Wastewater Reclamation Facility (TVRWRF) which has a treatment capacity of 20,200 acre-feet per year (afy). Temecula Valley operations experience typical flows of 14 million gallons per day. Current capacity is 18 million gallons per day which will expand to 23 million gallons per day with the TVRWRF expansion project. The TVRWRF's ultimate capacity is 28 million gallons per day (EMWD, 2016). According to information available from the EMWD, high density residential uses generate approximately 2,400 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 39,840 gpd (16.6 acres x 2,400 gpd/acre = 39,840 gpd). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.1% of the current available daily capacity at the TVRWRF. With buildout of the Project, the remaining daily capacity at the TVRWRF would be 3.9 million gpd. Accordingly, adequate capacity exists at the TVRWRF to serve the Project's projected demand and construction of additional wastewater treatment facilities would not be required.

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Based on the foregoing analysis, and consistent with the conclusions reached by EIR No. 374, the Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could result in significant environmental effects. Impacts associated with the construction of site improvements related to water, wastewater treatment, and storm water drainage have been evaluated throughout this EIR Addendum, which concludes that impacts would be less than significant or would be reduced to less-than-significant levels with implementation of mitigation measures, standard County COAs, or standards regulatory requirements. There are no components of the Project's water, wastewater, or storm water drainage connections that would result in environmental effects not already addressed herein. Accordingly, impacts due to construction of water, waste water treatment, and stormwater drainage facilities would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

b) Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years?

EIR No. 374 Finding: EIR No. 374 noted that development of the Winchester 1800 SP would increase the demand on water service in the area by approximately 3.42 mgd. However, the EIR noted that the EMWD would have adequate water supplies available to serve the Winchester 1800 SP project. As such, EIR No. 374 noted that impacts associated with water supplies would be less than significant. (Riverside County, 1997, p. V-155)

No Substantial Change from Previous Analysis: The Project site is located within the service area of the Eastern Municipal Water District (EMWD). The EMWD has prepared an Urban Water Management Plan (UWMP) dated June 2016, which provides an updated and detailed account of current and projected EMWD water supplies and demands under a variety of climactic conditions, and demonstrates that the EMWD would be able to meet its long-term commitments to supply potable water to existing and planned developments. The supply and demand projections in the UWMP are based on buildout of the Riverside County General Plan and the general plans of cities within EMWD's service area. The Project would result in an increase of 10 residential dwelling units as compared to the site's existing underlying General Plan and Winchester 1800 SP land use designations. However, the Project also would result in the elimination of approximately 9.3 acres of "Commercial Retail (CR)" land uses. As such, the Project's water demand would be decreased as compared to what was evaluated and disclosed by EIR No. 374 because the water demand for 10 additional dwelling units is much less than for 9.3 acres of CR land uses. Thus, the Project is fully consistent with the assumptions made by the UWMP, which concluded that EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.

Because the UWMP demonstrates that there are adequate supplies through 2035 even under multiple dry year conditions, and because the Project would result in a reduced demand for water as compared to what was assumed for the site by EIR No. 374, the Project's water demand is fully accounted for by the UWMP. Thus, the Project is fully within the assumptions made by the UWMP, which demonstrates that

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EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.

Therefore, with compliance to the Mitigation Measures specified in EIR No. 374 for water service, the Project would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
41. Sewer				
a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

EIR No. 374 Finding: EIR No. 374 did not identify any impacts associated with the construction or expansion of wastewater treatment facilities. However, EIR No. 374 did identify impacts related to the construction of new sewer lines. EIR No. 374 identified Mitigation Measures MM D.2-1 through MM D.2-6 to reduce impacts associated with infrastructural improvements (e.g., water and sewer lines). Additionally, EIR No. 374 indicated that wastewater from the Winchester 1800 SP site would be treated at EMWD's Rancho California Regional Wastewater Reclamation Facility. Overall, EIR No. 374 found that the EMWD had sufficient capacity to treat all wastewater generated by the Winchester 1800 SP, both during interim phases and after full build out. With mitigation incorporated, EIR No. 374 determined that impacts would be less than significant. (Riverside County, 1997, p. V-159)

No Substantial Change from Previous Analysis: The Project site is within the boundaries of the EMWD. The Project would connect to an existing EMWD sewer line within the existing right-of-way of Benton Road. The proposed sewer improvements would occur on-site or within the disturbed right-of-way of

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Benton Road, and impacts associated with the proposed sewer connection are inherent to the Project's construction phase and have been evaluated throughout this EIR Addendum accordingly. As concluded herein, construction-related impacts were determined to be less than significant, or would be reduced to less-than-significant levels with implementation of the mitigation measures identified by EIR No. 374, compliance with standard County COAs, or regulatory requirements. There are no impacts associated with the proposed sewer improvements that have not already been addressed herein; thus, impacts would be less than significant.

According to updated information from EMWD, the Project would be served by the Temecula Valley Regional Wastewater Reclamation Facility (TVRWRF) which has a treatment capacity of 20,200 acre-feet per year (afy). Temecula Valley operations experience typical flows of 14 million gallons per day. Current capacity is 18 million gallons per day which will expand to 23 million gallons per day with the TVRWRF expansion project. The TVRWRF's ultimate capacity is 28 million gallons per day (EMWD, 2016). According to information available from the EMWD, high density residential uses generate approximately 2,400 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 39,840 gpd (16.6 acres x 2,400 gpd/acre = 39,840 gpd). (EMWD, 2006, Table 1) Although the Project would result in an increase of 10 residential units allowed on-site, the Project also would result in the elimination of 9.3 acres of "Commercial Retail (CR)" land uses. Thus, with the reduction in areas planned for commercial and with the addition of 10 dwelling units, the Project's overall wastewater generation would be reduced as compared to what was evaluated and disclosed for the site by EIR No. 374. The Project's daily generation of wastewater represents 0.1% of the current available daily capacity at the TVRWRF. With buildout of the Project, the remaining daily capacity at the TVRWRF would be 3.9 million gpd. Accordingly, and consistent with the findings of EIR No. 374, adequate capacity exists to serve the Project's projected demand and expansion of existing facilities would not be required. Furthermore, compliance with Mitigation Measures MM D.2-1 through MM D.2-6 specified in EIR No. 374 for water, sewer, and storm water drainage, impacts would be further reduced and would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- b) Would the Project result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

EIR No. 374 Finding: EIR No. 374 determined that the Eastern Municipal Water District (EMWD) would have adequate capacity to serve the Winchester 1800 SP project and that the project was estimated to generate approximately 2.08 million gallons of wastewater per day. EIR No. 374 determined that the wastewater generated by the Winchester 1800 SP project when added to the current daily amount of wastewater treated would be below the facility capacity well below the ultimate facility capacity. Overall, EIR No. 374 found that EMWD had sufficient capacity to treat all wastewater generated by the Winchester 1800 SP, both during interim development phases and after full buildout. EIR No. 374 concluded that this amount of wastewater was not a considered significant demand on EMWD's then-existing commitments to treat wastewater, and that impacts would be less than significant. (Riverside County, 1997, p. V-158 - V-159)

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No Substantial Change from Previous Analysis: As indicated above under the discussion of Threshold a), wastewater generated by the Project would be treated at the TVRWRF. The TVRWRF’s current capacity is 18 million gallons per day which will expand to 23 million gallons per day with the TVRWRF expansion project. The TVRWRF’s ultimate capacity is 28 million gallons per day (EMWD, 2016). According to information available from the EMWD, high density residential uses generate approximately 2,400 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 39,840 gpd (16.6 acres x 2,400 gpd/acre = 39,840 gpd). (EMWD, 2006, Table 1) The Project would result in an increase of 10 residential units allowed on-site, but also would result in the elimination of 9.3 acres of “Commercial Retail (CR)” land uses. Thus, the Project would result in a slightly reduced amount of wastewater generation as compared to what was evaluated and disclosed by EIR No. 374, based on EMWD’s wastewater generation factors. The Project’s daily generation of wastewater represents 0.1% of the current available daily capacity at the TVRWRF. With buildout of the Project, the remaining daily capacity at the TVRWRF would be 3.9 million gpd. Accordingly, and consistent with the findings of EIR No. 374, adequate capacity exists to serve the Project’s projected demand in addition to the EMWD’s existing commitments. Furthermore, compliance with Mitigation Measures MM D.2-1 through MM D.2-6 specified in EIR No. 374 for water, sewer, and storm water drainage, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
42. Solid Waste				
a. Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the Project generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

EIR No. 374 Finding: EIR No. 374 found that the Winchester 1800 SP project would generate approximately 34.9 tons of waste per day which represented approximately 1.9% of the Lamb Canyon

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Landfill's annual permitted capacity of 682,000 tons. EIR No. 374 did not identify any impacts to landfill capacity or conflicts with federal, state, and local statutes and regulations related to solid wastes. EIR No. 374 identified Mitigation Measures MM D.8-1 to MM D.8-7 to address solid waste impacts associated with buildout of the Winchester 1800 SP. As such, EIR No. 374 concluded that impacts associated with solid waste would be less than significant with mitigation. (Riverside County, 1997, p. V-183)

No Substantial Change from Previous Analysis: The Project Applicant proposes to develop the site with up to 145 single-family residential uses on a 16.6-acre site. Based on the solid waste generation rate (of 0.41 tons/unit/year) presented in County of Riverside General Plan EIR Table 4.17-N, Theoretical Solid Waste Generation for Existing and Build Out Conditions, for residential uses, the 145 single family homes proposed on the site would result in the long-term generation of approximately 0.16 tons of solid waste per day (equivalent to approximately 326 pounds per day) of solid waste [145 dwelling units x 0.41 tons/dwelling unit/year ÷ 365 days/year = 0.16 tons per day (tpd)].

Waste from the Project site would ultimately be disposed at the Lamb Canyon Landfill which has a permitted disposal capacity of 5,000 tpd (CalRecycle, 2019a). In October 2019, the peak daily disposal at the Lamb Canyon Landfill was 2,288 tons, which correlates to an excess daily disposal capacity of 2,712 tons (CalRecycle, 2019b). The Project would generate 0.01 percent of the daily disposal capacity at the Lamb Canyon Landfill. Because the Project would generate a relatively small amount of solid waste per day, as compared to the permitted daily capacities for the Lamb Canyon Landfill, it is anticipated that the landfill facility would have sufficient daily capacity to accept solid waste generated by the Project. Mitigation Measures MM D.8-1 to MM D.8-5 specified in EIR No. 374 would be required for the implementation of any development within the Specific Plan, including the Project, which would reduce impacts to less than significant. Accordingly, implementation of the Project would not result in any new impacts to solid waste services beyond what was evaluated and mitigated for as part of EIR No. 374.

b) Does the Project comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

EIR No. 374 Finding: EIR No. 374 found that the Winchester 1800 SP project would generate approximately 34.9 tons of waste per day which represented approximately 1.9% of the Lamb Canyon Landfill's annual permitted capacity of 682,000 tons. EIR No. 374 did not identify any impacts to landfill capacity or conflicts with federal, state, and local statutes and regulations related to solid wastes. The EIR identified Mitigation Measures MM D.8-1 to MM D.8-7 to ensure that solid waste impacts would be less than significant. As such, EIR No. 374 concluded that impacts associated with solid waste would be less than significant with mitigation. (Riverside County, 1997, p. V-183)

No Substantial Change from Previous Analysis: As with the project evaluated in EIR No. 374, the Project would be required to comply with County waste reduction programs pursuant to the State's Integrated Waste Management Act (IWMA) and the Riverside County CIWMP. Project-generated solid waste would be conveyed to the Lamb Canyon Landfill. This landfill is required to comply with federal, State, and local statutes and regulations related to solid waste. Mandatory compliance with federal, State, and local statutes also would reduce the amount of solid waste generated by the Project and diverted to landfills,

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which in turn will aid in the extension of the life of the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill.

In order to assist the County of Riverside in achieving the mandated goals of the IWMA, the Project Applicant would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse Act of 1991 (Cal Pub Res. Code § 42911), which also was in effect when EIR No. 374 was certified, the Project would provide adequate areas for collecting and loading of recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. Additionally, the Riverside County Department of Waste Resources (DWR) requires development projects to prepare a Waste Recycling Plan (WRP) that identifies the materials (i.e., concrete, asphalt, wood, etc.) that would be generated by construction and development; the projected amounts; the measures/methods that would be taken to recycle, reuse, and/or reduce the amount of materials; the facilities and/or haulers that would be utilized; and the amount of solid waste generated by the Project. Mandatory compliance with the WRP would aid in the extension of the life of affected disposal sites. As such, the Project would comply with the mandates of applicable solid waste statues and regulations.

Based on the foregoing analysis, the Project would comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP and would not result in any related impacts. Additionally, Mitigation Measures MM D.8-1 to MM D.8-3 specified in EIR No. 374 would be required for the implementation of any development within the Specific Plan, including the Project which would ensure the Project complies with local regulations. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
43. Utilities				
Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a. Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
e. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?**

- 1) Electricity
- 2) Natural Gas?
- 3) Communication Systems?
- 4) Street Lighting?
- 5) Maintenance of Public Facilities?
- 6) Other Governmental Services?

EIR No. 374 Finding: EIR No. 374 made the following findings with respect to Utilities and Service Systems:

- Electricity. EIR No. 374 indicated that the Winchester 1800 SP would use electricity service provided by Southern California Edison. The EIR No. 374 estimated that on-site electricity for Winchester 1800 Specific Plan is 51,662,163 kilowatts (kwh) per year based upon 6,081 kwh per dwelling unit per year (Riverside County, 1997, V-120). EIR No. 374 concluded that the provision of extending electricity service to the Winchester 1800 SP site would be considered a less-than-significant impact.
- Natural Gas. EIR No. 374 noted that natural gas service would be adequately provided by Southern California Gas Company to the Winchester 1800 SP project site. Natural gas demand for the Winchester 1800 Specific Plan is estimated at 40,612,262 cubic feet (c.f.) per month, based upon 6,665 c.f. per month per single family dwelling unit (Riverside County, 1997, V-120). EIR No. 374 concluded that extending natural gas service to individual developments would be considered a less-than-significant impact.
- Communication Systems. EIR No. 374 noted that the Winchester 1800 Specific Plan would use communications service provided by General Telephone Company (GTE). EIR No. 374 indicated that GTE has regional underground lines running along Highway 79 to connect major service areas. Underground lines were noted to also be located along Leon Road south of Highway 79 and overhead lines are located along Thompson Road. GTE had two offices serving the area which were located in Murrieta and Temecula (Riverside County, 1997 V-179). GTE extensions would have to be made to the individual structures within the Specific plan area. EIR No. 374 concluded

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that extending communications service to developments within the Winchester 1800 SP area would be considered a less-than-significant impact.

- Street Lighting. EIR No. 374 indicated that the Winchester 1800 SP would require new street lighting along the site's frontage and along internal streets. EIR No. 374 concluded that the construction of street lighting for the Winchester 1800 SP would be less than significant.
- Maintenance of Public Facilities. EIR No. 374 indicated that implementation of the Winchester 1800 SP project would require the maintenance of public facilities. EIR No. 374 concluded that maintenance of public facilities for the Winchester 1800 SP would be less than significant.

No Substantial Change from Previous Analysis: The Project would require electricity, natural gas, and telecommunications services. Given the Project's urbanized location adjacent to existing development/homes, utility and infrastructure services are currently available to the Project site. Thus, aside from local connections to existing electric, natural gas, and telecommunications facilities, the Project would not result in or require the construction or expansion of utilities that could have a significant impact on the environment. All facilities needed to serve the Project are available in the local area, and the Project would implement improvements on-site that would connect to existing facilities available within or adjacent to the Project site. Additionally, the Project would be subject to EIR No. 374 Mitigation Measures MM D.7-1 through MM D.7-3, which require compliance with the guidelines and requirements of the utility service providers and compliance with Titles 20 and 24 of the California Code of Regulations, would reduce impacts to below a level of significance. Impacts would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 4374.

Any street lighting developed in conjunction with the Project would be required to comply with all lighting and development standards of the County of Riverside, including but not limited to Ordinance Nos. 915, 461, and 655. The construction of new street lights would not result in significant environmental effects, as they are required to maintain safe lighting levels for residents and visitors to the Project site. Impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 4374.

No public facilities are proposed with the Project; thus, no impact would occur. There are no components of the Project that would require a substantial increase in roadway maintenance responsibilities for Riverside County, and any such increase in the need for maintenance would not inhibit the County's ability to fund other environmental programs within the County. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 4374.

No governmental facilities are proposed with the Project, and there are no other government facilities that would be impacted by the Project; thus, no impact would occur. Based on the foregoing analysis,

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implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 4374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address impacts to utilities impacts. 12 of these measures, Mitigation Measures MM D.7-2 and MM D.7-3; MM D.8-1 through MM D.8-4; and MM D.2-1 through MM D.2-5 and MM D.2-7 listed below, would continue to apply to the Project and would be enforced as part of the Project's conditions of approval.

Additionally, while EIR No. 374 included Mitigation Measures MM D.7-1, which required forwarding development plans to the utility companies in order to facility engineering of improvements necessary to provide utilities to the site, the Project would connect to existing electric, natural gas, and telephone infrastructure in the Project area and would not require construction of these utilities off-site; thus, MM D.7-1 is not applicable to the Project. Furthermore, while EIR No. 374 included Mitigation Measure MM D.2-6, which required construction of reservoirs on Planning Areas 28 and 24, the Project entails development within Planning Areas 40 and 41 and does not include or require any reservoirs; thus, MM D.2-6 is not applicable to the Project. Additionally, while EIR No. 374 included Mitigation Measures MM D.8-5, which required submittal of detailed plans showing solid waste bin locations for commercial, office, or multi-family uses, the Project includes development of single-family residential units and does not include commercial or multi-family development; thus, MM D.8-5 is not applicable to the Project.

MM D.7-2 The applicant will comply with guidelines provided by Southern California Edison, Southern California Gas Company and the General Telephone Company in regard to easement restriction, construction guidelines, protection of pipeline easement and potential amendments to right-of-way in the areas of any existing SCE, SCG or GTE easements.

MM D.7-3 Building energy conservation will be largely achieved by compliance with Title 20 and 24 of the Energy Conservation Code. Title 24, California Administrative Code Section 2-5307(b) is the California Energy Conservation Standard for New Buildings which prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards. Title 24, California Administrative Code Sections 2-5452(i) and (j) address pipe insulation requirements which can reduce water used before hot water reaches equipment or fixtures. Title 20, California Administrative Code Sections 1604(0 and 1606(b) are Applicable Efficiency Standards that set the maximum flow rates of all plumbing fixtures and prohibit the sale of nonconforming fixtures.

MM D.8-1 The proposed permitted refuse hauler for the project site shall be advised of the efforts the developer will be pursuing relating to recycling and waste reduction (i.e. curbside recycling, buy back centers, etc.) in accordance with County Resolution No. 90-688. The use of such facilities will be encouraged by the developer through information (e.g. location, materials accepted, etc.) provided in sales literature.

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MM D.8-2 The developer shall pursue and implement any available source reduction programs for the disposal of construction materials to the satisfaction of the County of Riverside Planning Department.

MM D.8-3 The developer shall participate in any established County-wide program to reduce solid waste generation. The elements of this program may include:

a. Developing and distributing brochures on residential and commercial recycling, residential and commercial source reduction, waste management issues, the importance of using recycled goods, and litter control.

b. Development of curriculum guides and kits in cooperation with the County and the Hemet Unified School District, Menifee Union School District, and the Murrieta Valley Unified School District.

c. Production of video programs which can be shown on local cable television stations in the project area.

d. Pursue an environmental labelling program at local grocery stores, liquor stores, etc. which would educate consumers in recycling of packaging and other consumer goods.

e. Pursue a recycled products awareness campaign which would commend businesses which use recycled products. This program could issue stickers to businesses that use recycled products to display in their windows.

f. Develop a library of media production on recycling and source reduction which can be borrowed by various citizen groups, agencies, and schools within the County.

MM D.8-4 Project-related sewer sludge is anticipated to be managed at the Rancho California Regional Water Reclamation Facility (RCRWWF) and ultimately disposed of at the proper County Landfill in accordance with the Riverside County Health Department and the Eastern Municipal Water District standards.

MM D.2-1 All water and sewer lines shall be placed underground.

MM D.2-2 All lines will be designed per the Eastern Municipal Water District's (EMWD) requirements.

MM D.2-3 The infrastructural system will be installed to the requirements of the Riverside County Engineering Department.

MM D.2-4 Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department and EMWD.

MM D.2-5 The project will comply with EMWD requirements for installment of on-site reclaimed water lines. Any use of reclaimed water must receive prior approval of Waste Discharge Requirements

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issued by the State Water Quality Control Board. The design of the reclaimed water system must also receive approval by the State or County Health Department, or both.

MM D.2-7 Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

- Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that set the maximum flow rate of all new showerheads, lavatory faucets, etc.
- Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations.
- Title 24, California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the C E C compliance with the flow rate standards.
- Titles 24, California Administrative Code Section 2-5452(i) and G) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures.
- Health and Safety Code Section 404 7 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied.
- Government Code Section 7800 specifies that lavatories in all public facilities be equipped with self-closing faucets that limit flow of hot water.

5.1.21 Wildfire

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
44. Wildfire Impacts				
If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project substantially impair an adopted emergency response plan or an emergency evacuation plan?

EIR No. 374 Finding: EIR No. 374 did not identify any impacts to an adopted emergency response plan or an emergency evacuation plan.

No Substantial Change from Previous Analysis: The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. The majority of the Project site is identified as being within a Very High Fire Hazard Severity Zone (VHFHSZ) and a small area in the northern portion of the Project site is not identified in a fire hazard severity zone. Additionally, the Project is located within the Local Responsibility Area (LRA) for fire protection. The Project site would be surrounded by improved roadways which would provide buffer area from fire hazards. Benton Road would provide 76 feet of buffer area within the ROW. Pourroy Road would provide varying buffer of 102-112 feet within the ROW, while San Remo would provide varying buffer of 58-74 feet within the ROW. A buffer distance of between 58-112 feet as provided by these roads would reduce the site’s potential for fire hazards. Additionally, the Project would be subject to mitigation measures related to wildfire identified in EIR No. 374, which consistent with the findings of EIR No. 374, would reduce potential significant impacts associated with wildland fires to less than significant.

Under long-term operational conditions, the Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the County. Furthermore, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur. Therefore,

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implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact analyzed in EIR No. 374.

- b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

EIR No. 374 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in detail in EIR No. 374, EIR No. 374 nonetheless contained enough information about the project's potential impacts associated with wildfires that with the exercise of reasonable diligence, information about the project's potential effect on wildfire risks and associated pollutants was readily available to the public.

No Substantial Change from Previous Analysis: The Project site and areas surrounding the Project site do not contain any steep slopes, and manufactured slopes proposed by the Project Applicant would be landscaped and irrigated, thereby precluding the potential for wildfire hazards. The majority of the Project site is identified as being within a VHFHSZ, while a small area in the northern portion of the Project site is not identified in a fire hazard severity zone. Additionally, the Project is located within the LRA for fire protection. The Project site would be surrounded by improved roadways which would provide buffer area from fire hazards. Benton Road would provide 76 feet of buffer area within the ROW. Pourroy Road would provide varying buffer of 102-112 feet within the ROW, while San Remo would provide varying buffer of 58-74 feet within the ROW. A buffer distance of between 58-112 feet as provided by these roads would reduce the site's potential for fire hazards. Additionally, the Project site is surrounded to the west, north, and east by existing residential developments, and is separated from open space areas to the south by Benton Road; thus, the risk of fires on site or in the surrounding areas is substantially decreased as compared to what was evaluated and disclosed by EIR No. 374. Additionally, the Project would be subject to mitigation measures related to wildfire identified in EIR No. 374, which consistent with the findings of EIR No. 374, would reduce potential significant impacts associated with wildland fires to less than significant. As such, the Project would not result in any components that could exacerbate wildfire risks, and the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- c) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

EIR No. 374 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 374, EIR No. 374 indicated that the project would not involve infrastructure that could exacerbate fire risks or infrastructure that could result in temporary or ongoing impacts to the environment, including fuel breaks.

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No Substantial Change from Previous Analysis: All utility connections required of the Project are available in the immediate area, and there are no components of the Project's utility connections that could result in or exacerbate fire hazards. As previously noted, the majority of the Project site is identified as being within a VHFHSZ, while a small area in the northern portion of the Project site is not identified in a fire hazard severity zone. The Project site would be surrounded by improved roadways which would provide buffer area from fire hazards. Benton Road would provide 76 feet of buffer area within the ROW. Pourroy Road would provide varying buffer of 102-112 feet within the ROW, while San Remo would provide varying buffer of 58-74 feet within the ROW. A buffer distance of between 58-112 feet as provided by these roads would reduce the site's potential for fire hazards. Additionally, the Project site is surrounded by residential developments to the west, north, and east, and is separated from open space to the south by Benton Road. As such, the Project would not require any fuel breaks or fuel management zones. As such, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- d) **Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

EIR No. 374 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 374, EIR No. 374 nonetheless contained enough information about potential flooding and landslide risks that with the exercise of reasonable diligence, information about the project's potential risks associated with wildfire hazards, including downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes was readily available to the public.

No Substantial Change from Previous Analysis: The Project site occurs in a portion of Riverside County that does not contain prominent hillforms or other topographic features that could subject the Project site or surrounding areas to risks associated with flooding or landslides caused by wildfires. As previously noted, the majority of the Project site is identified as being within a VHFHSZ, while a small area in the northern portion of the Project site is not identified in a fire hazard severity zone. Additionally, the Project is located within the LRA for fire protection. The Project site would be surrounded by improved roadways which would provide buffer area from fire hazards. Benton Road would provide 76 feet of buffer area within the ROW. Pourroy Road would provide varying buffer of 102-112 feet within the ROW, while San Remo would provide varying buffer of 58-74 feet within the ROW. A buffer distance of between 58-112 feet as provided by these roads would reduce the site's potential for fire hazards. Although the hillform to the south of the Project site is identified within a VHFHSZ the Project site is separated from this hillform by Benton Road, which would preclude any substantial downslope flooding on site during fire events. Additionally, as discussed previously in Threshold 23(c) and Threshold 23(e), the Project would not substantially alter the site's existing drainage pattern, and the site's existing infrastructure would have the capacity to accommodate the Project's total runoff flow to prevent the potential of flooding hazards downstream. Furthermore, the Project proposes slopes on the Project site to be no greater than 2:1 or higher than 10 feet, and mitigation measures would reduce impacts associated with slope instability to less than significant as discussed previously in Threshold 17(b). Accordingly, there are no components of

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the Project that could contribute to or cause significant risks to people or structures as a result of fire-related flooding or landslides resulting from runoff, post-fire slope instability, or drainage changes. As such, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

e) Would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

EIR No. 374 Finding: EIR No. 374 found that the project site was within a County designated High Fire Area. In addition, the EIR determined that the project would have a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service to surrounding communities. Therefore, EIR No. 374 identified Mitigation Measures MM D3.-1 through MM D.3-7 to reduce the project's impacts associated with fire danger. With mitigation incorporated EIR No. 374 determined that impacts associated with fire danger would be less than significant. (Riverside County, 1997, p. V-161)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 374, according to Riverside County General Plan, the Project site is located within a VHFHSZ (Riverside County, 2015b, Figure 11). The majority of the Project site is identified as being within a VHFHSZ, while a small area in the northern portion of the Project site is not identified in a fire hazard severity zone. Additionally, the Project is located within the LRA for fire protection. The Project site would be surrounded by improved roadways which would provide buffer area from fire hazards. Benton Road would provide 76 feet of buffer area within the ROW. Pourroy Road would provide varying buffer of 102-112 feet within the ROW, while San Remo would provide varying buffer of 58-74 feet within the ROW. A buffer distance of between 58-112 feet as provided by these roads would reduce the site's potential for fire hazards. Additionally, the Project would be subject to mitigation measures related to wildfire identified in EIR No. 374, which consistent with the findings of EIR No. 374, would reduce potential significant impacts associated with wildland fires to less than significant. As such, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

Project Requirements and EIR No. 374 Mitigation Compliance

EIR No. 374 identified several mitigation measures to address wildfire impacts. Two of these measures, Mitigation Measures MM D.3-2 and MM D.3-3, listed below, would continue to apply to the Project and would be enforced as part of the Project's conditions of approval. Additionally, while EIR No. 374 included Mitigation Measures MM D.3-4, which required construction of water storage tanks on-site, the Project is not located within Planning Areas 24 or 28 where the water storage tanks were planned; thus, Mitigation Measure MM D.3-4 is not applicable to the Project. While EIR No. 374 included Mitigation Measures MM D.3-5, which required fuel modification zones, the Project is not adjacent to an open space area and is surrounded by urban development; thus, Mitigation Measure MM D.3-5 is not applicable to the Project. Furthermore, while EIR No. 374 included Mitigation Measure MM D.3-6, which required the fiscal analysis for the project identify a funding source for fire operations, this Mitigation Measure applied

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to the original Winchester 1800 SP project only; thus, Mitigation Measure MM D.3-6 is not applicable to the Project.

MM D.3-2 All structures on-site shall be constructed with fire retardant roofing material as described in Section 3203 of the Uniform Building Code. Any wood shingles shall be Class "B" rating and shall be approved by the Fire Department prior to installation.

MM D.3-3 As the project is located in a "Hazardous Fire Area," any building constructed on lots created by this land division shall comply with the special construction provisions contained in County Ordinance No. 546 and Public Resources Code Section 42.90 relative to fire engine response time.

MM D.3-7 All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 546, subject to the approval by the Riverside County Fire Department. Fire flows over 3000 gpm shall be for 3 hours duration.

5.1.22 Mandatory Findings of Significance

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
45. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Substantial Change from Previous Analysis: As indicated throughout the analysis in this EIR Addendum, assuming incorporation of the mitigation measures specified in EIR No. 374 (as modified/supplemented herein), implementation of the Project would not substantially degrade the quality of the environment, substantially reduce the habit of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

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	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
46. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Substantial Change from Previous Analysis: Cumulative effects that would result from implementation of the Project have been evaluated throughout this EIR Addendum, which concludes that such impacts would not occur, would be less than significant, or would be reduced to a level below significant with implementation of the mitigation measures specified by EIR No. 374 (as modified/supplemented herein), standard County COAs, and/or regulatory requirements. Additionally, this EIR Addendum concludes that the Project as proposed would not result in any new or more severe cumulative effects beyond what was already evaluated and disclosed by EIR No. 374. All applicable mitigation measures identified as part of EIR No. 374 and that were imposed to address cumulatively-considerable effects would continue to apply to the Project as revised, except as modified or supplemented by this Addendum to EIR No. 374. The analysis throughout this EIR Addendum demonstrates that all Project impacts would be less than significant, or would be reduced in comparison to the analysis and conclusions of EIR No. 374. Additionally, the analysis herein demonstrates that physical impacts associated with the Project (e.g., biological resources, cultural resources, geology/soils, etc.) would not substantially change or increase compared to the analysis presented in EIR No. 374. Therefore, because the Project would have similar or reduced cumulative impacts to the environment as compared to what was evaluated and disclosed in EIR No. 374, the Project would not result in any new or increased impacts to the environment beyond what was evaluated, disclosed, and mitigated for by EIR No. 374. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
47. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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No Substantial Change from Previous Analysis: The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this EIR Addendum (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures from EIR No. 374 have been imposed, as modified or supplemented by this EIR Addendum to EIR No. 374, to reduce these adverse effects to a level below significance. There are no components of the Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this EIR Addendum and/or by EIR No. 374. Accordingly, no additional impacts would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 374 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

5.2 EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, § 15063(c)(3)(D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any:

- General Plan Amendment No. 960, Draft EIR No. 521 (SCH No. 2009041065), dated February 2015.
- Winchester 1800 Specific Plan (Specific Plan No. 286) and EIR No. 374 (SCH No. 1992032040), dated April 29, 1997.

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505
<http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>

6.0 References

The following documents were referred to as information sources during the preparation of this document.

<u>Cited As:</u>	<u>Source:</u>
ALUC, 2004	Riverside County Airport Land Use Commission, 2004. <i>Riverside County Airport Land Use Compatibility Plan Policy Document</i> . October 2004. Accessed November 6, 2019. Available online: http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/04-%20Vol.%201%20County%20wide%20Policies.pdf
ALUC, 2012	Riverside County Airport Land Use Commission, 2012. <i>French Valley Airport Land Use Compatibility Plan</i> . January 2012. Accessed November 6, 2019. Available online: http://www.rcaluc.org/Portals/13/15%20-%20Vol.%201%20French%20Valley%20Amd%202011.pdf?ver=2016-08-15-151151-090
BFSA, 2019	Brian F. Smith and Associates, 2019. <i>A Phase I Cultural Resource Report for the Meritage Homes Project</i> . June 5, 2019. EIR Technical Appendix C.
CalRecycle, 2019a	CalRecycle, 2019. <i>Solid Waste Information System (SWIS) Facility/Site Search (web site)</i> . 2019. Accessed November 6, 2019. Available online: https://www2.calrecycle.ca.gov/swfacilities/directory
CalRecycle, 2019b	CalRecycle, 2019. <i>Lamb Canyon Daily Landfilled Tonnage and Total Traffic by Site – October 2019</i> . November 7, 2019. Accessed January 21, 2020. Available online: https://www2.calrecycle.ca.gov/swfacilities/Document/GetDocument/350612
Caltrans, 2002	Caltrans, 2002. <i>Guide for the Preparation of Traffic Impact Studies</i> . December 2002. Accessed November 6, 2019. Available online: https://nacto.org/wp-content/uploads/2015/04/guide_preparation_traffic_impact_studies_caltrans.pdf
Caltrans, 2019	Caltrans, 2019. <i>Scenic Highways</i> . Web. Available at: https://dot.ca.gov/-/media/dot-media/programs/design/documents/design-and-eligible-aug2019_a11y.xlsx . Accessed January 23, 2020.
CARB, 2014	California Air Resources Board, 2014. <i>Assembly Bill 32 Overview (website)</i> . August 5, 2014. Accessed December 12, 2019. Available online: https://www.arb.ca.gov/cc/ab32/ab32.htm

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<u>Cited As:</u>	<u>Source:</u>
CCC, n.d.	California Climate Change, n.d. <i>California Climate Change Executive Orders (website)</i> . Accessed December 12, 2019. Available online: http://www.climatechange.ca.gov/state/executive_orders.html
CDC, 2016	California Department of Conservation, 2016. <i>Riverside County Williamson Act FY 2015/2016, Sheet 1 of 3</i> . 2016. Accessed November 6, 2019. Available online: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside_w_15_16_WA.pdf
CDC, 2017	California Department of Conservation, 2017. <i>Riverside County Important Farmland 2016, Sheet 1 of 3</i> . July 2017. Accessed November 6, 2019. Available online: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16_w.pdf
DTSC, 2019	Department of Toxic Substances Control, 2019. <i>EnviroStor (website)</i> . 2019. Accessed November 6, 2019. Available online: https://www.envirostor.dtsc.ca.gov/public/
EMWD, 2006	Eastern Municipal Water District, 2006. <i>Sanitary Sewer System Planning & Design</i> . September 1, 2006. Accessed November 6, 2019. Available online: http://www.emwd.org/home/showdocument?id=744
EMWD, 2007	Eastern Municipal Water District, 2007. <i>Water System Planning & Design</i> . July 2, 2007. Accessed November 6, 2019. Available online: https://www.emwd.org/sites/main/files/file-attachments/emwdwater_system_design.pdf
EMWD, 2016a	Eastern Municipal Water District, 2016. <i>2015 Urban Water Management Plan</i> . June 2016. Accessed November 6, 2019. Available online: https://www.emwd.org/home/showdocument?id=1506
EMWD, 2016b	Eastern Municipal Water District, 2016. <i>Temecula Regional Water Reclamation Facility</i> . October 2016. Accessed November 6, 2019. Available online: https://www.emwd.org/sites/main/files/file-attachments/tvrwrffactsheet.pdf?1537295201
FCS, 2018a	FirstCarbon Solutions, 2018. <i>Phase I Environmental Site Assessment, 31980 Benton Road, APN 963-100-008 Winchester, California 92596, Riverside County</i> . November 16, 2018. EIR Addendum Technical Appendix F1.

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<u>Cited As:</u>	<u>Source:</u>
FCS, 2018b	FirstCarbon Solutions, 2018. <i>Limited Sampling Report, 31980 Benton Road, Winchester, California 92596, Assessor Parcel Number 963-100-008</i> . November 13, 2018. EIR Addendum Technical Appendix F2.
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7.0 Mitigation Monitoring Program

IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR No. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.1: Aesthetics	Due to the project's design, and through compliance with standard regulatory requirements, the Project's potential impacts will be below the level of significance.	Because the Project would be fully consistent with the Winchester 1800 SP, impacts to aesthetics would be less than significant.	MM D.11-1 Due to the proposed project's location with respect to the Mt. Palomar Observatory, low-pressure sodium vapor lamps for street lighting will be employed.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM D.11-1 shall apply.	Less than significant
			MM D.11-2 Other potentially lighted areas (i.e., entry monumentation and signage) shall orient light downward and shield it to prevent glare and direct upward illumination.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM D.11-2 shall apply.	
			MM D.11-3 The project will be subject to County Ordinance No. 655 regulating light pollution.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM D.11-3 shall apply.	
			MM D.11-4 Landscape buffers will partially mitigate the potential light and glare impacts.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM D.11-4 shall apply.	
			N/A	N/A	N/A	—	RR: Prior to issuance of building permits, Riverside County shall review the proposed building and development plans for compliance with Riverside County Ordinance No. 915, which regulates outdoor lighting within the County.	
5.1.2: Agriculture and Forest Resources	Impacts to agriculture and forest resources were determined by the IS/NCP for EIR No. 374 to be less than significant.	The Project would not result in any direct or indirect impacts to agricultural or forest resources.	MM C.10-1 Riverside County Right-to-Farm Ordinance (No. 625) requires that the Title Company, in preparing the developer's DRE report, include the right-to-farm statement which applies to all agriculturally zoned land within 300' of the project. This notifies prospective homebuyer; that the existing agricultural operations shall not be considered a	Review and approval of Final Subdivision Maps.	County of Riverside, Planning Department.	Applicable	None; Mitigation Measure MM C.10-1 shall apply.	Less than significant

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IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR No. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.3: Air Quality	The project would result in short-term particulate emissions during grading as well as vehicular emissions that would exceed the threshold of "significant" as defined by the SCAQMD. In addition, the EIR determined that cumulative emissions from the Winchester 1800 SP project would exceed the threshold of significance established by SCAQMD. However, the project would not conflict with the 1989 AQMP.	Project construction characteristics would be similar to what was evaluated by EIR No. 374. Additionally, due to more stringent regulations and advancements in technology since 1997, it is likely that Project-related construction activities would result in reduced emissions in comparison to what was evaluated by EIR No. 374. Additionally, the Project's regional daily operational emissions would not exceed any of SCAQMD's thresholds of significance and would not conflict with the 2016 AQMP.	"nuisance."					
			MM C.6-1 To minimize dust generation during grading operations SCAQMD Rule 403 shall be adhered to which will require watering during earth moving operations. To further reduce the emission, grading shall not occur when wind speeds exceed 20 mph. Construction access roads should be paved. In addition, soil binders shall be spread on construction sites or unpaved roads and/or parking areas. Also, street sweeping of roads adjacent to the project site shall be done to reduce fugitive dust from traffic. Soil shall be cleaned up from public roads and access roads, if necessary. In addition, rapid cleanup of debris from streets shall be implemented after a major storm. Finally, trucks shall be washed off before leaving the construction site.	Review and approval of monthly inspection reports of grading operations.	Riverside County Building and Safety Department.	Applicable.	None; Mitigation Measure MM C.6-1 shall apply.	Less than Significant
			MM C.6-2 Construction equipment emissions should be reduced by requiring that trucks maintain two-feet of free board (distance between top of load and top of truck bed sides). In addition, low sulfur fuel should be used for construction equipment, and the equipment shall be properly maintained and tuned.	Review and approval of monthly inspection reports of grading operations.	Riverside County Building and Safety Department.	Applicable.	None; Mitigation Measure MM C.6-2 shall apply.	
MM C.6-3 To minimize traffic related impacts from construction, construction personnel should be encouraged to rideshare or use mass transit. Parking for construction personnel should not interfere with traffic flows. Construction affecting	Review and approval of monthly inspection reports of grading operations.	Riverside County Building and Safety Department.	Applicable.	None; Mitigation Measure MM C.6-3 shall apply.				

IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR No. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			roadways should be performed during nonpeak traffic hours. A flag person should be provided during times when construction traffic affects roadways and one lane in each direction should remain open.					
			MM C.6-4 Ground cover should be reestablished on the construction site through seeding and watering.	Review and approval of Final Improvement Plans.	Riverside County Building and Safety Department.	Applicable.	None; Mitigation Measure MM C.6-4 shall apply.	
			MM C.6-5 Activity management techniques should be employed, such as extending the construction period; reducing the number of pieces of equipment used simultaneously; increasing the distance between the emission sources; reducing or changing the hours of construction; and scheduling activity during off-peak hours.	Review and approval of monthly inspection reports of grading operations.	Riverside County Building and Safety Department.	Applicable.	None; Mitigation Measure MM C.6-5 shall apply.	
			MM C.6-6 Use of temporary power should be avoided, and grid power used instead.	Review and approval of monthly inspection reports of grading operations.	Riverside County Building and Safety Department.	Applicable.	None; Mitigation Measure MM C.6-6 shall apply.	
			MM C.6-7 An additional 25 foot transportation easement dedicated to the County will be required along Winchester Road for future traffic mitigation programs. This easement will be used for additional parking and/or landscaping until such time as it is needed for transportation improvements.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Not Applicable	Mitigation Measure MM C.6-7 does not apply to the Project because the Project does not include any improvements to Winchester Road.	

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IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR NO. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			MM C.6-8 A portion or the commercial parking area will be designated for Park-N-Ride use on weekdays between 6:00 a.m. and 6:00 p.m. Caltrans has requested a 100-space Park-n-Ride facility along Highway 79, which has not been incorporated into the Specific Plan.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Not Applicable	Mitigation Measure MM C.6-8 does not apply to the Project because the Project does not include any commercial uses.	
			MM C.6-9 Figure V-20, Bus Turnout and Stop Locations, shows recommended bus turnout and proposed bus stop locations, although the study area is currently not served by a transit service. These on-site turnouts should be constructed in conjunction with street improvements.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Not Applicable	Mitigation Measure MM C.6-9 does not apply to the Project because the recommended bus turnout and proposed bus stop locations were not required the County as part of the Project.	
			MM C.6-10 Provide sufficient service establishments within the office areas, such as restaurants, copy centers, etc. to minimize the number and length of trips to obtain these common services.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Not Applicable	Mitigation Measure MM C.6-10 does not apply to the Project because the Project does not include any commercial uses.	
			MM C.6-11 Establish a Transportation Management Association (TMA). This will include an employee transportation coordinator. Ride pool data should be made available to those working in the buildings.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Not Applicable	Mitigation Measure MM C.6-11 does not apply to the Project because the Project does not include any commercial uses.	
			MM C.6-12 Encourage formation of van-pools with company vehicles or subsidy and encourage public transit with free transit passes. Work with Riverside County Transit to expand scheduled bus service and implement long-term public transportation projects. Evaluate the potential for subscription bus service for areas of large concentrations of employees.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Not Applicable	Mitigation Measure MM C.6-12 does not apply to the Project because the Project does not include any commercial uses.	

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			MM C.6-13 Provide energy conserving street lighting. Energy costs should be included in capital expenditure analyses.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM C.6-13 shall apply.	
			MM C.6-14 Provide traffic signal synchronization where feasible.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Not Applicable	Mitigation Measure MM C.6-14 does not apply to the Project because the Project does not include the construction of a traffic signal.	
			MM C.6-15 Provide incentives for purchasing and installing low-polluting and high efficiency appliances. Install solar water heaters and pool heaters in homes. Encourage waste recycling.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM C.6-15 shall apply.	
			MM C.6-16 Provide landscaping with native drought resistant plant species to shade buildings during summer.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM C.6-16 shall apply.	
			MM C.6-17 Vehicle Trips should be further reduced through the following methods: <ul style="list-style-type: none"> • Establish a program of alternative work schedules. • Establish a telecommuting program. • Schedule goods movements for off-peak traffic hours. • Contribute to local shuttle and regional transit systems. • Provide dedicated turn lanes as appropriate. • Limit on-street parking. 	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM C.6-17 shall apply.	

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			N/A	N/A	N/A	-	<p>RR: The Project is required to comply with the provisions of SCAQMD Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities, such as earth moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.</p> <ul style="list-style-type: none"> ○ All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions. ○ The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day. ○ The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 mph or less. <p>RR: The Project is required to comply with the provisions of SCAQMD Rule 113, Table of Standards, by requiring that all architectural coatings must consist of low</p>	

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							<p>VOCs (i.e., VOCs of less than 100 grams per liter [g/L]) unless otherwise specified in the SCAQMD Table of Standards.</p> <p>RR: The Project is required to comply with applicable SCAQMD rules for construction activities on the Project site. SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1403 (Asbestos); Rule 1113 (Architectural Coatings); Rule 431.2 (Low Sulfur Fuel); Rule 403 (Fugitive Dust); and Rule 1186 / 1186.1 (Street Sweepers).</p> <p>RR: The Project is required to comply with the provisions of SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.</p> <p>RR: The Project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development.</p>	
5.1.4: Biological Resources	The project area is located within the SKR fee area and would be subject to the payment of fees. The project would result in the loss of plant and animal life, and riparian habitat. Impacts to plants, animals, riparian habitat, and movement of wildlife species were determined to be significant and unavoidable.	The Project would not conflict with the provisions of the MSHCP or the SKR HCP. The Project would have the potential to impact sensitive animal species; however, with implementation mitigation impacts would be less than significant.	MM C.9-1 The Winchester 1800 Specific Plan includes detailed landscaping design standards intended to mitigate the impact of the proposed project on existing off-site land uses. In addition, a General Plan Amendment is proposed to bring the project into conformance with SWAP and with the Open Space and Conservation Map of the General Plan. No additional mitigation measures are proposed for the loss of open space which would occur as a result of project development.	Prior to issuance of building permits	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM C.9-1 shall apply.	Less than Significant

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			<p>MM C.11-1 In concert with construction activities within the on-site wetland/willow riparian woodland habitats (2.5 acres) the California Department of Fish and Game will be notified and consulted pursuant to the California Fish and Game Code Sections 1601-1603 and the U.S. Army Corps of Engineers in conjunction with their 404 permit process. This permit process will result in the provision of suitable replacement habitat to mitigate the habitat loss on-site.</p>	<p>Prior to issuance of grading permit</p>	<p>County of Riverside, Building and Safety Department.</p>	<p>Not Applicable</p>	<p>Mitigation Measure MM C.11-1 does not apply to the Project because the Project does not include construction within any wetland/riparian areas.</p>	
			<p>MM C.11-2 As the Stephen's Kangaroo Rat is on the Federally Endangered Species list, project development will require a Section 10(a) permit from the U.S. Fish and Wildlife Service allowing incidental take of the species. Also, the project is located within the County's KRat mitigation boundaries and will be required to participate in the County's Interim Mitigation Plan, requiring payment of \$1,950 per acre of land developed within SKR range. As required by the Habitat Conservation Plan, these funds will be utilized for acquisition of replacement habitat to compensate for the on-site loss of this endangered species. The Section 10(A) permit which allows the "incidental taking" of this species is subject to the six-month allocation of available habitat. In order to receive this allocation, the project shall comply with all aspects of the Habitat Conservation</p>	<p>Payment of Mitigation Fees</p>	<p>County of Riverside, Building and Safety Department.</p>	<p>Applicable</p>	<p>None; Mitigation Measure MM C.11-2 shall apply.</p>	

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			Plan, the Section 10(A) permit and the County of Riverside's Allocation of Take policy. This mitigation will not eliminate the significant adverse impact upon the identified Stephens' Kangaroo Rat habitat on-site but has been deemed to be a sufficient mitigation measure relative to the incidental taking of the species by the County of Riverside, the U.S. Fish and Wildlife Service and the State of California, Department of Fish and Game.					
			<p>MM C.11-3 Pursuant to MSHCP Objective 6 and Objective 7, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) shall occur following accepted protocols, subject to approval of the Regional Conservation Authority and the Wildlife Agencies. Occupation of this species on the project site may result in the need to revise grading plans so that take of "active" nests is avoided or alternatively, a</p>	Within 30 days prior to issuance of grading permits	Environmental Programs Department	Applicable	None	

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			<p><u>grading permit may be issued once the species has been actively relocated. If the grading permit is not obtained within 30 days of the survey a new survey shall be required.</u></p> <p>MM C.11.4 As feasible, <u>vegetation clearing should be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disk, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.</u></p>	Construction Start	Project construction manager(s)	Applicable	None	
5.1.5: Cultural Resources (Historical and Archaeological Resources)	Historic, and/or archaeological resources may be accidentally discovered during grading and construction activities on the project site.	The Project site does not contain any historical or archaeological resources. Notwithstanding, there is a remote chance that historical or archaeological resources may be uncovered during Project grading activities.	<p>MM C.15-1 RIV-1270: Site relocation and impact assessment verification; 50 - 100% surface collection; 1 - 2% subsurface testing; 5 - 25% final salvage excavation dependent upon the findings of subsurface testing (Planning Area 12).</p> <p>MM C.15-2 D.V.-2: Site relocation and impact assessment verification; photography of bedrock grinding features (and potential "bell rock"), and mapping of spatial distribution of grinding features (potentially affecting Planning Areas 35, 27 and 38A).</p> <p>MM C.15-3 D.V.-3: Site</p>	<p>During initial ground disturbance and excavation activities within Planning Area 12.</p> <p>During initial ground disturbance and excavation activities within Planning Area 35, 27, and 38A.</p> <p>During Initial</p>	<p>Project Archaeologist and Tribal Monitor.</p> <p>Project Archaeologist and Tribal Monitor.</p> <p>Project</p>	<p>Not applicable.</p> <p>Not applicable.</p> <p>Not applicable.</p>	<p>Mitigation Measure MM C.15-1 does not apply to the Project because the Project is located within Planning Area 40 of the Winchester 1800 Specific Plan.</p> <p>Mitigation Measure MM C.15-2 does not apply to the Project because the Project is located within Planning Area 40 of the Winchester 1800 Specific Plan.</p> <p>Mitigation Measure MM C.15-3 does not</p>	Less than significant.

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			relocation and impact assessment verification; 50 - 100% surface collection; subsurface testing (5 - 10 subsurface units 1 x 1m ²); 1 - 3% final salvage excavation dependent upon the findings of subsurface testing (Planning Area 35).	ground disturbance and excavation activities within Planning Area 35.	Archaeologist and Tribal Monitor.		apply to the Project because the Project is located within Planning Area 40 of the Winchester 1800 Specific Plan.	
			MM C.15-4 D.V.-5: Site relocation and impact assessment verification; 50 - 100% surface collection; subsurface testing (10 - 20 subsurface units 1 x 1m ²); 1 - 3% final salvage excavation dependent upon the findings of subsurface testing (Planning Areas 18 and 19).	During Initial ground disturbance and excavation activities within Planning Areas 18 and 19.	Project Archaeologist and Tribal Monitor.	Not applicable.	Mitigation Measure MM C.15-4 does not apply to the Project because the Project is located within Planning Area 40 of the Winchester 1800 Specific Plan.	
			MM C.15-5 D.V.-6: Site relocation and impact assessment verification; photography and mapping of architectural features; title and records search to determine the era of construction and ownership. Final salvage excavation dependent upon the findings of subsurface testing will be necessary (Planning Areas 1 and 12).	During Initial ground disturbance and excavation activities within Planning Areas 1 and 12.	Project Archaeologist and Tribal Monitor.	Not applicable.	Mitigation Measure MM C.15-5 does not apply to the Project because the Project is located within Planning Area 40 of the Winchester 1800 Specific Plan.	
			MM C.15-6 D.V.-7: Site relocation and impact assessment verification; 50 - 100% surface collection; subsurface testing (1- 5 subsurface units 1 x 1m ²); 1 - 3% final salvage excavation dependent upon the findings of subsurface testing (Planning Area 13).	During Initial ground disturbance and excavation activities within Planning Area 13.	Project Archaeologist and Tribal Monitor.	Not applicable.	Mitigation Measure MM C.15-6 does not apply to the Project because the Project is located within Planning Area 40 of the Winchester 1800 Specific Plan.	
			MM C.15-7 D.V.-8: Site relocation and impact assessment verification; photography of bedrock grinding features and mapping of spatial distribution of grinding or quarry features and/or artifacts. The necessity of further subsurface excavation to be	During Initial ground disturbance and excavation activities within Planning Area 15.	Project Archaeologist and Tribal Monitor.	Not applicable.	Mitigation Measure MM C.15-7 does not apply to the Project because the Project is located within Planning Area 40 of the Winchester 1800 Specific Plan.	

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			determined after mapping (Planning Area 15). MM C.15-8 Some of the sites may require no more than testing required for mitigation to be complete. Others which may prove to have significant subsurface deposits may warrant a further data collection phase to achieve final mitigation.	During initial ground disturbance and excavation activities within a Planning Area where known cultural resources sites are located.	Project Archaeologist and Tribal Monitor.	Not applicable.	Mitigation Measure MM C.15-8 does not apply to the Project because the Project is located within Planning Area 40 of the Winchester 1800 Specific Plan.	
			MM C.15-9 In addition to the existing archaeological sites, potential materials could be encountered during grading activities. Should this event occur, a qualified archaeologist shall be contacted to evaluate the resource's significance, and, if necessary, develop a mitigation plan prior to further grading. Prior to issuance of a grading permit, the Project Applicant shall provide written verification in the form of a letter from the Project Archaeologist to the Lead Agency stating that a certified archaeologist has been retained to implement the monitoring program. The Project Applicant shall provide Native American monitoring during grading. The Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials. The Certified Archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program. During the original cutting of previously	Prior to the issuance of a grading permit	Project Archeologist	Applicable	None; Mitigation Measure MM C.15-9 (ad revised) shall apply.	

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			<p>undisturbed deposits, the archaeological monitoring and tribal representative shall be on-site, as determined by the Consulting Archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Consulting Archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be more or less than anticipated. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed. Should any previously unidentified cultural resources be discovered, the Archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The Archaeologist shall contact the Lead Agency at the time of discovery. The Archaeologist, in consultation with the Lead Agency, shall determine the significance of the discovered resources. The Lead Agency must concur with the evaluation before construction activities will be allowed to resume in the affected area.</p> <p>For significant cultural resources, a Research Design and Data Recovery</p>					

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			<p>Program to mitigate impacts shall be prepared by the Consulting Archaeologist and approved by the Lead Agency before being carried out using professional archaeological methods.</p> <p>If any human bones are discovered, the county coroner and Lead Agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NÁHC, shall be contacted in order to determine proper treatment and disposition of the remains.</p> <p>Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collection and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation. A report documenting the field and analysis results and interpreting the artifact and</p>					

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			research data within the research context shall be completed and submitted to the satisfaction of the Lead Agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.					
5.1.6: Energy	Impacts to energy were determined by the IS/NOP for EIR No. 374 to be less than significant.	With mandatory compliance with Title 24 Building Energy Efficiency Standards, Project Impacts due to energy would be less than significant.	<p>MM C.13-1 Passive solar heating techniques will be encouraged whenever possible within the project. Passive systems involve orienting buildings properly, planting trees to take advantage of the sun, seeing that roof overhangs are adequate, making sure that walls are properly insulated and installing simple heat storage systems. The depth of roof overhangs shall be determined by the building architect at a future date, per Section IV.B.5, Roof Forms and Material. Per Section IV.C.2, Dwelling Unit Plotting Concepts, all single-family neighborhoods shall provide landscaping in a manner that aids in passive solar energy techniques, thus minimizing heating and cooling needs.</p>	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM C.13-1 shall apply.	Less than significant.
			<p>MM C.13-2 The following State laws relative to heating and cooling airspace as well as restrictions set for plumbing fixtures will be adhered to: Building energy conservation will largely be achieved by compliance with Title 20 and 24 of the California Administrative Code. Title 24, California Administrative Code Section 2-5307(b) is the California Energy Conservation Standard for New Buildings which prohibits the</p>	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM C.13-2 shall apply.	

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			Installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards. Title 24, California Administrative Code Sections 2-5452(i) and (j) address pipe installation requirements which can reduce water used before hot water reaches equipment or fixtures. Title 20, California Administrative Code Sections 1604(f) and 1606(b) are Appliance Efficiency Standards that set the maximum flow rate of all plumbing fixtures and prohibit the sale of non-conforming fixtures.					
5.1.7: Geology and Soils	Impacts to geology and soils were determined by EIR No. 374 to be less than significant.	With mandatory compliance with the CBC, Project-specific geotechnical studies, and mitigation measures Project impacts due to geology and soils would be less than significant.	<p>MM C.1-1 All on-site structures shall be constructed in accordance with the <u>seismic design</u> criteria in the California Building Standards Code and County ordinances and shall be designed to withstand groundshaking from the maximum credible earthquake that can be expected.</p> <p>MM C.1-2 The site shall be cleared of all obstructions and deleterious material including all miscellaneous trash, debris, and organic materials.</p> <p>MM C.1-3 The potential on-site liquefaction hazard shall be mitigated by removal and recompaction of the alluvium, installation of subsurface drainage and placement of compacted fill.</p> <p>MM C.2-1 Prior to development within any planning area of the Specific Plan, an overall Conceptual Grading Plan for the planning area in process shall be submitted for Planning Department</p>	<p>Prior to the issuance of building permits.</p> <p>Prior to the issuance of building permits.</p> <p>Prior to the issuance of grading permits.</p> <p>Prior to the issuance of grading permits.</p>	<p>Riverside County, Building and Safety Department</p> <p>Riverside County, Building and Safety Department</p> <p>Riverside County, Building and Safety Department</p> <p>Planning Department</p>	<p>Applicable</p> <p>Applicable</p> <p>Applicable</p> <p>Applicable</p>	<p>None; Mitigation Measure MM C.1-1, as modified herein, shall apply.</p> <p>None; Mitigation Measure MM C.1-2 shall apply.</p> <p>None; Mitigation Measure MM C.1-3 shall apply.</p> <p>None; Mitigation Measure MM C.2-1 shall apply.</p>	<p>Less than significant.</p>

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			approval. The Grading Plan shall include techniques to prevent erosion, sedimentation during and after the grading process, time frames for grading, identification of areas that may be graded during high probability rain months, and preliminary pad and roadway elevations.					
			MM C.2-2 All grading procedures shall be in compliance with the Riverside County Grading Standards including requirements for erosion control during rainy months.	Prior to the issuance of grading permits.	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.2-2 shall apply.	
			MM C.2-3 Prior to any grading activities a soils report and geotechnical study will be performed to further analyze on-site soil conditions and slope stability and will include the appropriate measures to control erosion and dust as mentioned in mitigation number 1.	Prior to the issuance of grading permits.	Riverside County, Building and Safety and Planning Departments	Applicable	None; Mitigation Measure MM C.2-3 shall apply.	
			MM C.2-4 Where cut and fill slopes are created higher than ten feet. Detailed Landscaping and Irrigation Plans shall be submitted to the Planning Department prior to Grading Plan approval. The plans shall be reviewed for type and density of ground cover, shrubs and trees.	Prior to the issuance of grading permits.	Riverside County, Building and Safety Department	Not Applicable	Mitigation Measure MM C.2-4 does not apply to the Project because the Project does not propose any cut and fill slopes higher than ten feet.	
			MM C.2-5 All street shall have a gradient not to exceed 15%.	Prior to the issuance of grading permits.	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.2-5 shall apply.	
			MM C.2-6 The toes and tops of all slopes higher than ten feet shall be rounded with curves with radii designed in proportion to the total height of the slope, where	Prior to the issuance of grading permits.	Riverside County, Building and Safety Department	Not Applicable	Mitigation Measure MM C.2-6 does not apply to the Project because the Project does not propose any cut and fill slopes higher than ten feet.	

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			drainage and stability permits such rounding.					
			MM C.2-7 Slopes steeper than 2:1 and higher than ten feet (10') are allowed provided they are recommended to be safe in the slope stability report prepared by the soils engineer or engineering geologist. Slopes greater than three feet (3') in vertical height shall be planted with grass and irrigated. Slopes exceeding fifteen feet (15') shall be provided with shrubs and trees per County Ordinance 457. The slope stability report shall also contain recommendations for landscaping and erosion control. The Uniform Building Code, County Ordinance No. 457, and all other relevant laws, rules and regulations governing grading in Riverside County shall be observed.	Prior to the issuance of grading permits.	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.2-7 shall apply.	
			MM C.2-8 Potential brook ditches, terrace drains or other minor swales, determined necessary by the County of Riverside at future stages of project review, shall be lined with natural erosion control materials or concrete.	Prior to the issuance of grading permits.	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.2-8 shall apply.	
			MM C.2-9 Grading work on the entire project site shall be balanced on-site whenever possible.	Prior to the issuance of grading permits.	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.2-9 shall apply.	
			MM C.2-10 Graded, but undeveloped land shall be maintained weed-free and planted with interim landscaping within ninety (90) days of completion of grading, unless building permits are obtained.	Graded, but undeveloped land within ninety (90) days of completion of grading, unless building permits are obtained.	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.2-10 shall apply.	
			MM C.2-11 Natural features	Prior to the issuance	Riverside	Applicable	None; Mitigation Measure MM C.2-11	

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			such as significant rock outcrops shall be protected as practical in the siting of individual lots and building pads.	of grading permits.	County, Building and Safety Department		shall apply.	
			MM C.2-12 On-site water wells shall be further investigated as a source of deep aquifer groundwater.	Prior to the issuance of grading permits.	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.2-12 shall apply.	
			MM C.2-13 All grading shall be done in conformance with recommendations contained within the Geotechnical Report included as Appendix B to this Draft EIR.	Prior to the issuance of grading permits.	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.2-13 shall apply.	
			MM C.3-1 The quality of particulate matter and other pollutants emitted during the grading and construction phase of the proposed project will be reduced through watering graded surfaces and planting ground cover as dust palliatives <u>as dust control methods</u> , in accordance with SCAQMD Rule 403.	During construction	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.3-1, as modified herein, shall apply.	
			MM C.4-1 All final subdivision maps will indicate that the proposed project lies in a potential dam inundation zone of Lake Skinner. Mitigation of impacts related to dam inundation will involve coordination between the applicant and the County Disaster Preparedness Office in establishing emergency evacuation routes. This coordination and establishment of evacuation routes shall occur prior to Tentative Tract Map approval. Prospective homebuyers or land purchasers within affected planning areas shall receive written notice of the potential dam inundation and respective evacuation routes in these Planning	Prior to the approval of final subdivision maps	Riverside County, Building and Safety Department	Applicable	None; Mitigation Measure MM C.4-1 (as revised) shall apply.	

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			Areas. This includes residential planning areas 35, 36, 39, 40, 41, 42, 43, 44, 45, 46, 48, 51, 52, and 54. Impacted commercial uses include Planning Areas 44, 46, and 50. Murrieta Valley Unified School District shall also receive written notice of potential dam inundation and respective evacuation routes for the school site located in Planning Area 56.					
5.1.8: Greenhouse Gas Emissions	The issue of Greenhouse Gas (GHG) emissions was not evaluated in EIR No. 374.	Because the Project would result in the same number of residential dwelling units as was anticipated for the site by EIR No. 374, impacts would be similar to what was assumed by EIR No. 374 and would remain less than significant.	EIR No. 374 did not identify any measures to address GHGs; however, Mitigation Measures MM C.6-1 through C.6-6 and C.6-13 through C.6-17 would apply and would serve to reduce the Project's GHG emissions.	N/A	N/A	—	COA: Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed Project shall be required to offset its energy demand by 20 percent of the energy demand. This is anticipated to be accommodated through solar panels mounted on building rooftops. The energy demand shall be determined at the initial building permit stage. Utilizing the energy demand calculated, the appropriate number of dwelling units shall be required to include solar panels as part of the building permit application.	Less than significant.
5.1.9: Hazards and Hazardous Materials (Hazardous Materials, evacuation plans, and fire hazards)	Impacts due to hazards and hazardous materials were determined EIR No. 374 to be less than significant.	The Project would not result in significant impacts due to the transportation, use, or storage of hazardous materials, and the Project site is not identified as having any Recognized Environmental Concerns (RECs). Additionally, the Project site does not serve as an evacuation route and is not located within or adjacent to a high fire hazard zone.	MM C.8-1 The Riverside County Health Department and/or other appropriate County agencies shall review proposed commercial/retail and medical office developments to determine potential for existence and use of toxic materials.	Review and approval of Final Subdivision Maps.	Riverside County Health Department and other appropriate County agencies	Not Applicable	Mitigation Measure MM C.8-1 does not apply to the Project because the Project does not propose commercial/retail or medical office developments.	Less than significant
			N/A	N/A	N/A	—	RR: The Project is required to comply with the provisions of SCAQMD Rule 1403, "Asbestos Emissions from Demolition/Renovation Activities" which governs work practice requirements for asbestos in renovation and demolition activities in order to protect the health and safety of the public by limiting dangerous emissions from the remove and	

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							associated disturbance of Asbestos-Containing Materials. RR: The Project is required to comply with the provisions of SCAQMD Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities, such as earth moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors. <ul style="list-style-type: none"> o All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions. o The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day. o The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 mph or less. 	
5.1.9: Hazards and Hazardous Materials (Airports)	EIR No. 374 concluded that Planning Areas 20, 35, 36, 37, 38A, 45, and 46 of the Winchester 1800 Specific	On February 20, 2020, the ALUC found the proposed Project would be consistent with the 2011 French Valley	MM D.12-1 Based on EIR 206, the Airport Layout Plan, the Southwest Area Plan, and the French Valley Airport	If the Applicant wishes to grant aviation easements.	Airport Land Use Commission	Not Applicable	Mitigation Measure MM D.12-1 does not apply to the Project because the Project does not propose any aviation easements.	

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	<p>Plan would lie within Area III of the Airport Influence Area (AIA) for the French Valley Airport. In addition, the EIR noted that the westernmost portion of Planning Areas 35, 38A and 45 would be within Area II of the AIA. The ALUC approved the Winchester 1800 Specific Plan subject to three conditions. While no mitigation was required by EIR No. 374 to ensure the Specific Plan's consistency with the French Valley Airport's land use plan, the EIR nonetheless identified Mitigation Measure MM D.12-1 addressing aviation easements. As such, EIR No. 374 determined that impacts associated with the airports would be less than significant.</p>	<p>ALUC subject to certain conditions. These conditions would be imposed on the proposed Project by Riverside County as Conditions of Approval (COAs). With mandatory compliance with the ALLC COAs, which would be imposed by Riverside County as COAs for the proposed Project, the Project would not result in a safety hazards for people working in the Project area, and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact analyzed in EIR No. 374.</p>	<p>Comprehensive Land Use Plan, Working Paper II, no mitigation measures are recommended. However, the applicant may wish to grant aviation easements as approved by the ALUC on August 19, 1992. The decision by the ALUC to require the applicant to grant aviation easements, may be overruled by the Board of Supervisors by a two-thirds vote.</p>	N/A	N/A	--	<p>COA: Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.</p> <p>COA: The following uses/activities are not included in the proposed project and shall be prohibited at this site:</p> <p>(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</p> <p>(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.</p> <p>(c) Any use which would generate</p>	

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							<p>smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)</p> <p>(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>(e) Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.</p> <p>COA: The attached notice shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final tract map, if an ECS is otherwise required.</p> <p>Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between</p>	

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							<p>rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce seeds, fruits, or berries.</p> <p>COA: Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALLUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.</p> <p>COA: The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-14925-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.</p> <p>COA: The proposed dwellings shall not exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,419 feet above mean sea level.</p>	

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							<p>COA: The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.</p> <p>COA: Temporary construction equipment used during actual construction of the structure(s) shall not exceed 40 feet in height and a maximum elevation of 1,419 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.</p>	
5.1.10: Hydrology and Water Quality	Impacts to hydrology and water quality related to erosion would be potentially significant prior to mitigation. Impacts to hydrology and water quality would be less than significant.	With mandatory compliance with regulatory requirements, mitigation measures, and Implementation of Best Management Practices from the Project's Water Quality Management Plan, impacts would be less than significant.	<p>MM C.4-1, included above in Subsection 5.1.7, <i>Geology and Soils</i> shall apply.</p> <p>MM C.4-2 Proposed grading and drainage improvements shall conform to Sections 2907 and 7012 of the Uniform Building Code and shall incorporate the minimum standards required for the FEMA which insures that 300-year flood protection is provided to all habitable dwellings located within a floodplain.</p> <p>MM C.4-3 Storm drain and flood control facilities discharging at the tract boundary shall be designed in order to outlet at the pre-existing velocity and depths in order to minimize impacts to the downstream property owners.</p>	<p>Prior to the approval of final subdivision maps</p> <p>Prior to the issuance of grading permits.</p> <p>Prior to the issuance of grading permits.</p> <p>Prior to October 1 of each year following issuance of occupancy permits.</p>	<p>Riverside County, Building and Safety Department</p> <p>Department of Building and Safety</p> <p>Department of Building and Safety.</p> <p>Regional Water Quality Control Board</p>	<p>Applicable</p> <p>Applicable.</p> <p>Applicable.</p>	<p>None, Mitigation Measure MM C.4-1 shall apply.</p> <p>None; Mitigation Measure MM C.4-2 shall apply.</p> <p>None; Mitigation Measure MM Hydro 3 shall apply.</p>	Less than significant.

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			<p>MM C.4-4 Any impact to blue-line watercourses identified on a USGS map requires application for an Army Corps of Engineer 404 Permit. In addition, a 1603 or 1601 Permit from the California Department of Fish and Game would be required since this project involves construction within a natural stream course.</p>	<p>Prior to the approval of implementing development applications.</p>	<p>Flood Control District</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM C.4-4 shall apply.</p>	
			<p>MM C.4-5 The project site is within the RCFCWCD Santa Gertrudis Valley and Warm Springs Valley Subwatersheds of the Murrieta Creek Area Drainage Plan and is subject to drainage fees of \$1,023 and \$530 per acre, respectively.</p>	<p>Prior to the approval of implementing development applications.</p>	<p>Flood Control District</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM C.4-5 shall apply.</p>	
			<p>MM C.4-6 All projects proposing construction activities including cleaning, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site retention; covered storage of all outside storage facilities; vegetated swales; monitoring programs; etc.</p>	<p>Prior to the issuance of grading permits.</p>	<p>Department of Building and Safety</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM C.4-6 shall apply.</p>	

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			MM C.7-1 In accordance with the requirements of the Riverside County Flood Control District, the project will employ erosion control devices during grading, such as temporary berms, culverts, sand-bagging or desilting basins.	Prior to the issuance of grading permits.	Department of Building and Safety	Applicable.	None; Mitigation Measure MM C.7-1 shall apply.	
			MM C.7-2 The project will comply with the requirements of the California State Water Quality Control Board, San Diego Region.	Prior to the issuance of grading permits.	Department of Building and Safety	Applicable.	None; Mitigation Measure MM C.4-2 shall apply.	
			MM C.7-3 Pursuant to requirements of the State Water Resources Control Board, enacted in November of 1991, a State-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all construction activities. Construction activity includes: cleaning, grading, or excavation that results in the disturbance of at least five acres of total land area or activity which is part of a larger common plan of development of five acres or greater. Therefore, as mitigation for this Specific Plan, the developer or builder shall obtain the appropriate State NPDES permits prior to commencing grading activities. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES Program.	Prior to the issuance of grading permits.	Department of Building and Safety	Applicable.	None; Mitigation Measure MM C.7-3 shall apply.	

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			N/A	N/A	N/A	--	PDF: The Project shall comply with the Water Quality Management Plan (WQMP) and hydrology study prepared for the Project and all measures required by the WQMP and hydrology study shall be incorporated into the Project's plans.	
5.1.11: Land Use and Planning	EIR No. 374 determined that impacts to land use and planning would be less than significant.	The Project would not result in any direct or indirect impacts to land use and planning.	No mitigation is required.	Not applicable.	Not applicable.	--	Not applicable.	Less than significant.
5.1.12: Mineral Resources	EIR No. 374 determined that impacts to mineral resources would be less than significant.	The Project would not result in any direct or indirect impacts to mineral resources.	No mitigation is required.	Not applicable.	Not applicable.	--	Not applicable.	No impact.
5.1.13: Noise			MM C.5-1 Construction hours adjacent to existing residential development shall be limited to those allowed by Riverside County Ordinance 457.78.	During project construction.	Building and Safety Department.	Applicable.	None; Mitigation Measure MM C.5-1 shall apply.	Less than significant.
			MM C.5-2 An acoustical report shall be prepared prior to grading plan approval for commercial retail and medical office buildings located inside the 65 CNEL (such as within 326 feet of Winchester Road) to show mitigation measures, if any, needed to meet the county's interior noise standards for the commercial and office buildings. The County of Riverside noise standards for commercial, light industrial and office buildings are not to exceed 45 dBA for the interior.	Prior to grading plan approval	Building and Safety Department.	Not Applicable.	Mitigation Measure MM C.5-2 does not apply to the Project because the Project does not propose commercial/retail or medical office developments.	
			MM C.5-3 Mitigation measures are needed to reduce vehicular noise levels in outdoor and indoor residential areas exposed to noise levels greater than 60 CNEL. Specifically, lots along Winchester Road (Route 79),	Prior to issuance of grading permit	Building and Safety Department.	Applicable.	None; Mitigation Measure MM C.5-3 shall apply.	

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			<p>Keller Road, Street "A", Street "B", Street "I", Pourroy Road, Auld Road, Washington Street, Benton Road and Thompson Road will experience noise levels over 60 CNEL without some form of mitigation. The measures below are presented to demonstrate feasibility, and should not be interpreted as design specifications. A more detailed noise analysis will be required prior to grading plan approval.</p> <p>The FHWA Model described previously and future traffic volumes were used to assess the feasibility of sound barriers in reducing the noise levels along the roadways of concern. It was assumed that a noise barrier would be constructed at the residential property line. It has been assumed that no second story balconies will face the roadway for units located inside the 60 CNEL impact zone. In general, second story balconies should not overlook major roadways due to potential noise impacts. However, if such balconies are planned, additional noise mitigation will be necessary (see Specific Plan Land Use Development Standard No. 24).</p> <p>Noise barrier heights were calculated for sample locations along Winchester Road, Keller Road, Street "A", Street "B", Street "I", Pourroy Road, Auld Road, Washington Street, Benton Road and Thompson Road. The results</p>					

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			indicated that walls of 4 to 6 feet may be required along these roadways. The noise barrier heights projected may be reduced considerably through site design, such as setbacks from the roadways; grade separations, and exterior living area orientation. Final noise barrier heights shall be determined when final grading plans are developed that show lot locations, house setbacks, and precise pad elevations.					
			MM C.5-4 Due to the expansion of the French Valley Interim Airport-Influenced Area by the ALUC, residential land uses developed within Area III of the French Valley "Airport-Influenced Area" are "conditionally acceptable", as specified by the Airport Land Use Commission. Adequate insulation shall be included in the buildings to meet the 45 CNEL interior noise level. An acoustical report shall be prepared prior to grading plan approval which details the necessary construction measures to achieve the 45 CNEL standard. This affects Planning Areas 20, 35, 36, 37, 44 and 45.	Prior to issuance of grading permit	Building and Safety Department.	Not Applicable	Mitigation Measure MM C.5-4 does not apply to the Project because the Project would only affect Planning Areas 40 and 41.	
			MM C.5-5 Prior to the issuance of the grading permit, the project applicant shall submit a construction-related noise mitigation plan to the County for review and approval. The plan shall depict the locations of where construction equipment will operate on the project site and how the noise from the construction	Prior to issuance of grading permit	Building and Safety Department.	Applicable	None; Mitigation Measure MM C.5-5 shall apply.	

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			<p>equipment will be mitigated during construction of the project through use of such methods as:</p> <ol style="list-style-type: none"> 1. Temporary noise attenuation fences; 2. Preferential location of equipment; and 3. Use of current noise suppression technology and equipment. 					
			<p>MM C.5-6 The Project Applicant shall utilize standard dual pane windows for all rooms of the proposed homes that have a minimum Sound Transmission Class (STC) rating of 26 STC.</p>	<p>Prior to issuance of occupancy permit</p>	<p>Building and Safety Department.</p>	<p>Applicable</p>	<p>None</p>	
			<p>MM C.5-7 The Project Applicant shall provide a "windows closed" condition for each proposed single-family home. A "window closed" condition requires a means of mechanical ventilation per Chapter 12, Section 1205 of the Uniform Building Code. This shall be achieved with a standard forced air conditioning and heating system with a filtered outside air intake vent for each residential unit.</p>	<p>Prior to issuance of occupancy permit</p>	<p>Building and Safety Department.</p>	<p>Applicable</p>	<p>None</p>	

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			<u>MM C.5-8</u> Prior to the issuance of occupancy permits, the Project Applicant shall construct a minimum 4-foot high solid wall for all backyards that are adjacent to San Remo and Pourroy Road and a minimum 6-foot high solid wall for all backyards that are adjacent to Benton Road. The solid walls shall be constructed of concrete masonry units (CMUs) and shall be free of any decorative cutouts or openings.	Prior to issuance of occupancy permit	Building and Safety Department.	Applicable	None	
5.1.14: Paleontological Resources	EIR No.374 determined that although no paleontological resources were encountered on the Winchester 1800 SP project site, the contents of on-site soils may have contained potential fossil bearing qualities. With implementation of mitigation measures, impacts were determined to be less than significant.	The proposed Project includes similar development characteristics as those that were evaluated by EIR No. 374. Thus, with implementation of mitigation, impacts would be less than significant.	<u>MM C.15-10</u> Given the assessed potential for paleontological resources on-site, paleontological monitoring of grading shall be required for cuts made in the Bedford Canyon Formation, Pleistocene fluvialite sediments, and alluvium. Full-time monitoring shall occur during earthmoving in the Pleistocene fluvium. Monitoring in the younger alluvium shall occur in areas where it is more than five feet in depth to allow inspection of the older parts of these sediments. The intensity of monitoring (full-time, part-time, no monitoring) shall be at the discretion of the paleontologist retained to supervise the monitoring program.	Prior to ground disturbing activity	Project Paleontologist	Applicable	None, Mitigation Measure MM C.15-10 shall apply.	Less than significant.

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			<p>MM C.15-11 During the monitoring program the consulting paleontologist shall determine if the paleontologically sensitive Pleistocene fluvialite sediments found in the Tusalota Creek drainage extend into the portion of the project which is part of the Warm Springs Creek catchment. This will have a major impact on the nature and intensity of the paleontological monitoring of the project during development. This part of the study shall include a careful analysis of the data in the project geotechnical study, and in field examination of subsurface deposits during grading.</p>	During construction monitoring	Project Paleontologist	Applicable	None, Mitigation Measure MM C.15-11 shall apply.	
			<p>MM C.15-12 Fossils found by the owners of the property, their agents, contractors, or subcontractors during the development of the property shall be reported immediately to the paleontological monitor.</p> <p>If fossils are encountered on-site during development, the following specific mitigation procedures shall be followed:</p>	During construction monitoring	Project Paleontologist	Applicable	None, Mitigation Measure MM C.15-12 shall apply.	
			<p>MM C.15-13 The paleontologist retained for the project shall immediately evaluate the fossils which have been discovered to determine if they are significant and, if so to develop a plan to collect and study them for the purpose of mitigation.</p>	During construction monitoring if fossils are encountered on-site	Project Paleontologist	Applicable	None, Mitigation Measure MM C.15-13 shall apply.	

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			<p>MM C.15-14 The paleontologic monitor must be empowered to temporarily halt or direct excavation equipment if fossils are found to allow evaluation and removal of them if necessary. The monitor shall be equipped to speedily collect specimens if they are encountered.</p>	<p>During construction monitoring if fossils are encountered on-site</p>	<p>Project Paleontologist</p>	<p>Applicable</p>	<p>None, Mitigation Measure MM C.15-14 shall apply.</p>	
			<p>MM C.15-15 The monitor, with assistance if necessary, shall collect individual fossils and/ or samples of fossil bearing sediments. If specimens of small animal species are encountered, the most time and cost efficient method of recovery is to remove a selected volume of fossil bearing earth from the grading area and stockpile it off-site for processing by screen washing.</p>	<p>During construction monitoring if fossils are encountered on-site</p>	<p>Project Paleontologist</p>	<p>Applicable</p>	<p>None, Mitigation Measure MM C.15-15 shall apply.</p>	
			<p>MM C.15-16 Fossils recovered during earthmoving or as a result of screen-washing of sediments samples shall be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, therefore, reducing storage costs.</p>	<p>During construction monitoring if fossils are encountered on-site</p>	<p>Project Paleontologist</p>	<p>Applicable</p>	<p>None, Mitigation Measure MM C.15-16 shall apply.</p>	

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			MM C.15-17 A report of findings shall be prepared and submitted to the public agency responsible for overseeing developments and mitigation of environmental impacts upon completion of mitigation. This report would minimally include a statement of the types of paleontologic resources found, the methods and procedures used to recover them, an inventory of the specimens recovered, and a statement of their scientific significance.	In the event fossils are discovered on-site	Project Paleontologist	Applicable	None, Mitigation Measure MM C.15-17 shall apply.	
			MM C.15-18 The paleontological specimens recovered as a result of mitigation shall be donated to a qualified scientific institution where they would be afforded long-term preservation to allow future scientific study.	In the event fossils are discovered on-site	Project Paleontologist	Applicable	None, Mitigation Measure MM C.15-18 shall apply.	
5.1.15: Population and Housing	EIR No. 374 determined impacts to population and housing would be less than significant.	The Project would not displace substantial numbers of people or housing; would not create a substantial demand for additional housing; would not adversely affect a County Redevelopment Project Area; would not exceed regional or local population projections; and would not induce substantial population growth. Impacts to population and housing would be less than significant.	No mitigation is required.	Not applicable.	Not applicable.	--	Not applicable.	Less than significant
5.1.16: Public Services	The construction of the project could necessitate the	Consistent with the findings of EIR No. 374, although the	MM D.3-1 The applicant will participate in an existing fire	Review and approval of Building	County of Riverside,	Applicable	None; Mitigation Measure MM D.3-1 (as revised) shall apply.	Less than significant

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	provision of new, expanded, or physically-altered public services, which may have a significant impact on the environment. In order to maintain acceptable service ratios, response times, or other performance objectives.	Project has the potential to result in impacts to fire protection services, police protection services, schools, libraries, and health services, impacts would be less than significant with implementation of mitigation.	<u>Protection Impact Mitigation Program (\$400.00 per dwelling unit and \$-25 per square foot for commercial/industrial) that provides funds for the purchase of land to build new fire stations, remodel existing fire stations or for the purchase of equipment when necessary as development occurs. Prior to building permit final inspection, the Riverside County Building and Safety Department shall ensure that appropriate fees have been paid pursuant to County Ordinance No. 659 to provide funds for the purchase of equipment, remodel, or construction of fire stations; police protection facilities; parks; trails; flood control facilities; traffic improvements and signalization; and libraries.</u>	Plans.	Building and Safety, Fire Department.			
			MM D.3-6 The fiscal analysis for this project shall identify a funding source to offset the shortage between the existing county structure fire tax and the needed annual operation and maintenance budget equal to approximately \$44.00 per dwelling unit and \$.17 cents per square foot for retail, commercial and industrial.	Review and approval of Final Subdivision Maps	County of Riverside, Building and Safety Department	Not Applicable	Mitigation Measure MM D.3-6 does not apply to the Project because this requirement applied to the fiscal analysis for the entire Winchester 1800 Specific Plan area.	Less than significant
			MM D.4-1 The applicant will pay fees in accordance with the provisions of Ordinance 659 to offset the cost of acquisition and construction of Sheriff Department facilities as the need arises due to the rapid population growth in the region.	Review and approval of Building Plans.	County of Riverside, Building and Safety and Sheriff Department	Applicable	None; Mitigation Measure MM D.4-1 shall apply.	
			MM D.4-2 The project applicant will inform the Crime	Prior to issuance of occupancy permits	County of Riverside,	Applicable	None; Mitigation Measure MM D.4-2 shall apply.	

IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR No. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			Prevention Unit of the Sheriff's Department of all new Homeowners Associations. These associations can be used as the foundation for establishing Neighborhood Watch Programs.		Building and Safety and Sheriff Department			
			MM D.4-3 Specific Plan Land Use Development Standard No. 21 Includes a number of design concepts and crime prevention measures to be incorporated or considered during site and building layout designs.	Review and approval of Building Plans.	County of Riverside, Building and Safety and Sheriff Department	Applicable	None; Mitigation Measure MM D.4-3 shall apply.	
			MM D.5-1 The project applicant will adhere to the provisions of Riverside County Resolution No. 93-133 whereby the developer will be required to execute mitigation agreements with all affected School Districts prior to project approval. Potential adverse impacts to schools will be mitigated through compliance with the terms of mitigation agreements executed by the developer and affected school districts. Prior to the issuance of occupancy permits, the Project Applicant shall pay appropriate fees to the Temecula Valley Unified School District pursuant to Senate Bill 50 and the school impact mitigation fees adopted at the time of occupancy permits.	Prior to issuance of occupancy permits	Temecula Valley Unified School District	Applicable	None; Mitigation Measure MM D.5-1 (as revised) shall apply.	
			MM D.5-2 Acquisition of school sites shall occur in accordance with HUSD and MVUSD policies in effect at the time of development, including but not limited to student generation factors.	Review and approval of Final Subdivision Maps.	All Involved School Districts.	Not Applicable	Mitigation Measure MM D.5-2 does not apply to the Project because the Project does not propose a school site.	
			MM D.5-3 School sites shall	Review and	All involved	Not Applicable	Mitigation Measure MM D.5-3 does not	

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IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR No. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMINGS	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			meet the requirements of the HUSD and MVUSD in terms of size, location, access and absence from environmental constraints. Initial determination of school siting and other district criteria for location within the Winchester 1800 Specific Plan shall occur prior to the recordation of Tentative Tract Map approval.	approval of Final Subdivision Maps.	School Districts.		apply to the Project because the Project does not propose a school site.	
			MM D.5-4 The school sites shall be delivered to both HUSD and MVUSD in at least a rough graded condition with utilities stubbed to the sites, any site improvements made by the developer shall be performed with financial recognition included in the site acquisition process.	Review and approval of Final Subdivision Maps.	All Involved School Districts.	Not Applicable	Mitigation Measure MM D.5-4 does not apply to the Project because the Project does not propose a school site.	
			MM D.9-1 The project will be subject to the payment of mitigation fees in accordance with the provisions of Riverside County Ordinance No. 659. A portion of these fees may be utilized by the County to provide additional library facilities.	Payment of Library Fees.	County of Riverside, Building and Safety and Library Departments.	Applicable	None; Mitigation Measure MM D.9-1 shall apply.	
			MM D.10-1 Approximately 10-acres of medical office use is proposed for Planning Area 9 with the intention of reducing the necessity of on-site residents travelling to neighboring communities to seek medical services. No further mitigation is proposed.	Review and approval of Final Subdivision Maps.	County of Riverside, Building and Safety Department	Not Applicable	Mitigation Measure MM D.10-1 does not apply to the Project because the Project is located within Planning Areas 40 and 41 of the Winchester 1800 Specific Plan.	
			MM D.6-1 The project applicant shall provide adequate park, open space and recreational facilities and/or the payment of "in-lieu of" fees necessary to satisfy the County Parks Department	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Applicable	None; Mitigation Measure MM D.6-1 shall apply.	

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			standards, Valley-Wide Recreation and Park District and the State Quimby Act requirements.					
5.1.17: Recreation	The construction of the project would place additional demands on recreational facilities including local community parks. Mitigation measures would reduce impacts to below a level of significance.	Consistent with the findings of EIR No. 374, although the Project has the potential to result in impacts to recreational facilities, impacts would be less than significant with implementation of mitigation.	<p>MM D.6-2 All recreational facilities will be landscaped and irrigated in accordance with Ordinance No. 348.3346, Article XIXf, Water-Efficient Landscape Requirements (see Landscaping Plan Development Standard No. 10).</p> <p>MM D.6-3 All recreational facilities will provide parking in accordance with Riverside County standards.</p> <p>MM D.6-4 Areas designated as open space within parcel boundaries of individual property owners will be deed restricted so as to create open space easements and prohibit grading, construction or other development activity within the open space.</p> <p>MM D.6-5 The Winchester 1800 Specific Plan shall be annexed into the Valley-Wide Recreation and Park District.</p>	<p>Review and approval of Final Improvement Plans.</p> <p>Review and approval of Final Improvement Plans.</p> <p>Review and approval of Final Improvement Plans.</p> <p>Implementation of the Specific Plan</p>	<p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> <p>Valley-Wide Recreation and Parks District</p>	<p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>	<p>Mitigation Measure MM D.6-2 does not apply to the Project because the Project does not propose recreational facilities on or off site.</p> <p>Mitigation Measure MM D.6-3 does not apply to the Project because the Project does not propose recreational facilities on or off site.</p> <p>Mitigation Measure MM D.6-4 does not apply to the Project because the Project does not include any areas designated as open space within parcel boundaries of individual property owners.</p> <p>Mitigation Measure MM D.6-5 does not apply to the Project because this mitigation measure has already occurred, and the Winchester 1800 SP, including the Project site is currently located in the VWRPD.</p>	Less than significant
5.1.18: Transportation	Impacts to transportation were determined to be less than significant with implementation of mitigation.	<p>The Project would result in cumulatively-considerable impacts to the following intersection under EAP (2021) conditions</p> <ul style="list-style-type: none"> Intersection #1 – Leon Road & Benton Road <p>The Project would cumulatively contribute to the need for signalization at</p>	MM D.1-1 Traffic signals are warranted at 19 intersections in the project vicinity. The project proponent shall either be directly responsible for the provision of these facilities or shall participate on a fair-share basis for their funding. The extent of responsibility shall be based upon the extent of utilization of these intersections by project-related traffic. The project proponent shall	Review and approval of Final Improvement Plans.	Transportation Department	Not Applicable	Mitigation Measure D.1-1 does not apply to the Project because the Improvements listed in this measure are not within the Project boundaries and are not required to maintain acceptable LOS at study area facilities with implementation of the proposed Project.	Less than significant.

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		<p>the following locations under EAP (2021) conditions:</p> <ul style="list-style-type: none"> • Intersection #1 – Leon Road & Benton Road <p>The Project would result in cumulatively-considerable impacts to the following intersections under Horizon Year (2040) conditions:</p> <ul style="list-style-type: none"> • Leon Road & Benton Road (#1) • Cognac Street/Van Gaale Lane & Benton Road (#2) • Pourroy Road & San Remo (#6) • Pourroy Road & Benton Road (#7) 	<p>also participate in the Traffic Signal Mitigation Program as approved by the Board of Supervisors.</p> <p>MM D.1-2 Alternative Transportation Modes. The Winchester 1800 Specific Plan shall provide a system of sidewalks or pathways in residential and commercial areas that provides a safe environment for pedestrians. Bike lanes shall be provided within roadway cross-sections. All bike trails developed as part of this Specific Plan shall be designated as Class I bikeways generally located within separate rights-of-way in accordance with the standards contained within the most recently updated Chapter 1000 of the California Department of Transportation - Highway Design Manual. SWAP designates a Class I bike trail along the east side of Washington Avenue across from the project site.</p>	<p>Review and approval of Final Improvement Plans.</p>	<p>County of Riverside, Planning Department.</p>	<p>Applicable</p>	<p>None; Mitigation Measure MM D.1-2 shall apply.</p>	
			<p>MM D.1-3 Although the study area is currently not served by a transit service, bus turnout and proposed bus stop locations have been recommended by the Traffic Engineer (see Figure V-20, Bus Turnout and Stop Locations). As recommended, bus stops are spaced to maximize passenger accessibility, convenience and safety, while minimizing undue delay or traffic interruptions. Bus stops are generally spaced 800 feet to 1,200 feet apart on roadways surrounding the project (see Appendix G for additional criteria that was the basis for these</p>	<p>Review and approval of Final Improvement Plans.</p>	<p>County of Riverside, Planning Department.</p>	<p>Applicable</p>	<p>None; Mitigation Measure MM D.1-3 shall apply.</p>	

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			recommendations). Bus turnouts and potential future bus stop locations shall be constructed at these recommended locations that are located within the project boundaries. As part of the approval process for the traffic impact study prepared for each development within the Specific Plan, the Riverside Transit Agency (RTA) shall be consulted for any bus stop design or location standards for the project area.					
			MM D.1-4 A portion of the commercial parking area shall be designated for Park-N-Ride use on weekdays between 6:00 a.m. and 6:00 p.m. A 100-space Park-n-Ride facility has been requested by Caltrans along Highway 79, but is not proposed by the Specific Plan.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety Department.	Not Applicable	Mitigation Measure D.1-4 does not apply to the Project because the Improvements listed in this measure are not within the Project boundaries and are not required to maintain acceptable LOS at study area facilities with implementation of the proposed Project.	
			MM D.1-5 Any landscaping within public road rights or way will require approval by the County Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department. The minimum width for landscaped medians shall be 14 feet.	Review and approval of Final Improvement Plans.	Transportation Department	Applicable	None; Mitigation Measure MM D.1-5 shall apply.	
			MM D.1-6 The mitigation measures required to achieve the minimum level of service as required by the General Plans shall be evaluated at each phase of project development. The mitigation for each parcel map, tract maps, plot plan, conditional use permit, and/or public use	Review and approval of Final Improvement Plans.	Transportation Department	Applicable	None; Mitigation Measure MM D.1-6 shall apply.	

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			<p>permit shall be determined at the time these development projects are proposed, based upon current traffic impact studies considering the cumulative effects of previously approved projects.</p>					
			<p>MM D.1-7 The project proponent shall make application to amend the Public Facilities and Services Element of the Comprehensive General Plan:</p> <p>a. Establish Pourroy Road from Auld Road to Winchester Road as a Major Roadway (100' right-of-way).</p> <p>b. Establish Street "A" from Washington Street to Winchester Road as a Secondary Roadway (88' right-of-way).</p> <p>c. Delete Baxter Road on-site from Winchester Road to Washington Road.</p>	Implementation of the Specific Plan	Transportation Department	Applicable	Mitigation Measure MM D.1-7 does not apply to the Project because this mitigation measure has already occurred.	
			<p>MM D.1-8 All roads shall be improved per the recommended General Plan designation, as approved by the County Board of Supervisors.</p>	Review and approval of Final Improvement Plans.	Transportation Department	Applicable	None; Mitigation Measure MM D.1-8 shall apply.	
			<p>MM D.1-9 The project applicant will be a participant in the following regional transportation programs: ACTS Network and Southwest Road Bridge Benefit District. This participation will include either construction of or financial participation in the provision of regional transportation facilities and adherence to all other recommendations contained in these programs.</p>	Review and approval of Final Improvement Plans.	Transportation Department	Applicable	None; Mitigation Measure MM D.1-9 shall apply.	
			<p>MM D.1-10 The project shall incorporate such demand</p>	Review and approval of Final	Transportation Department	Not Applicable	Mitigation Measure D.1-10 does not apply to the Project because the improvements	

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			management programs as may be appropriate to comply with the goals of objectives of the Regional Mobility Plan and Air Quality Management Plan, including: a. The establishment of a Transportation Management District/an on-site rideshare program; b. The provision of on-site or off-site Park and Ride facilities; and/or c. Design provisions to accommodate transit services, as approved by the Transportation Department.	Improvement Plans.			listed in this measure are not within the Project boundaries and are not required to maintain acceptable LOS at study area facilities with implementation of the proposed Project.	
			MM D.1-11 Prior to the Issuance of any building permits, the project proponent shall consult with and obtain clearance from the following agencies to assure compliance and coordinate with the Regional Mobility and Air Quality Management Plans: a. CalTrans, District 8. b. The South Coast Air Quality Management District (SCAQMD). c. The Riverside Transit Agency (RTA). The Riverside County Transportation Commission (RCTC). Confirmation of such contact and coordination shall be provided to the Riverside County, Transportation Department.	Prior to Issuance of Building permits	Transportation Department	Not Applicable	Mitigation Measure D.1-11 does not apply to the Project because the improvements listed in this measure are not within the Project boundaries and are not required to maintain acceptable LOS at study area facilities with implementation of the proposed Project.	
			MM D.1-12 Prior to issuance of the first occupancy permit for the Project, the Project Applicant shall make a fair-share fee payment to the County of Riverside to be held in trust for the following improvements to the intersection of	Prior to issuance of first occupancy permit	Transportation Department	Applicable	None	

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			<p><u>Leon Road and Benton Road Intersection #1:</u></p> <ul style="list-style-type: none"> • Construct northbound left turn lane; • Construct northbound through lane; • Construct northbound shared through-right turn lane; • Construct second southbound through lane; • Restripe southbound right turn lane as shared through-right turn lane; and • Construct westbound left turn lane. <p>The Project's fair share of the above-listed improvements is 2.7%.</p>					
			<p><u>MM D.1-13 Prior to issuance of the first occupancy permit for the Project, the Project Applicant shall make a fair-share fee payment to the County of Riverside to be held in trust for the following improvements to the intersection of Cojoc Street/Van Gaale Lane and Benton Road (Intersection #2):</u></p> <ul style="list-style-type: none"> • Install a traffic signal; • Restripe the northbound approach with a left turn lane and shared through-right turn lane; and • Restripe the southbound approach with a left turn lane and shared through-right turn lane. 	<p>Prior to issuance of first occupancy permit</p>	<p>Transportation Department</p>	<p>Applicable</p>	<p>None</p>	

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			<p>The Project's fair share of the above-listed improvements is 5.2%.</p> <p>MM D.1-14 Prior to issuance of the first occupancy permit for the Project, the Project Applicant shall make a fair-share fee payment to the County of Riverside, to be held in trust for the following improvements to the intersection of Courty Road and Benton Road (Intersection #7):</p> <ul style="list-style-type: none"> • Construct northbound left turn lane; and • Construct eastbound right turn lane. <p>The Project's fair share of the above-listed improvements is 4.9%.</p>	Prior to issuance of first occupancy permit	Transportation Department	Applicable	None	
			N/A	N/A	N/A	--	<p>The following regulatory requirements/ conditions of approval related the transportation and traffic shall apply to the Project, and would address the Project's cumulatively-considerable impacts to traffic:</p> <p>COA: The Project Applicant shall contribute Development Impact Fees (DIF) pursuant to Riverside County Ordinance No. 659.</p> <p>COA: Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project Applicant shall pay fees in accordance with the fee schedule in effect at the time of payment of all Transportation Uniform Mitigation Fees in accordance with Riverside County Ordinance No. 824.</p>	

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							COA: The Project Applicant shall contribute appropriate Southwest Road and Bridge Benefit District (RBBB) Fee pursuant to Riverside County Ordinance No. 460.	
5.1.19: Tribal Cultural Resources	The issue of Tribal Cultural Resources was not evaluated in EIR No. 374.	The Project would not result in any direct or indirect impacts to tribal cultural resources.	EIR No. 374 did not identify any measures to address tribal cultural resources; however, Mitigation Measure MM C.15-9 would apply and would serve to reduce the Project's potential cultural resources impacts.	Not applicable.	Not applicable.	—	None; Mitigation Measure MM C.15-9 shall apply (as presented above).	The Project would not result in any direct or indirect impacts to tribal cultural resources.
5.1.20: Utilities and Service Systems	Impacts to utilities and service systems were determined by EIR No. 374 to be potentially significant prior to implementation of mitigation.	Because the Project would result in the same number of residential dwelling units as was anticipated for the site by EIR No. 374, impacts would be significant prior to implementation of mitigation.	MM D.2-1 All water and sewer lines shall be placed underground.	Review and approval of Final Subdivision Maps and Improvement Plans.	County of Riverside, Building and Safety Department and Eastern Municipal Water District	Applicable	None; Mitigation Measure MM D.2-1 shall apply.	Less than significant.
			MM D.2-2 All lines will be designed per the Eastern Municipal Water District's (EMWD) requirements.	Review and approval of Final Subdivision Maps and Improvement Plans.	County of Riverside, Building and Safety Department and Eastern Municipal Water District	Applicable	None; Mitigation Measure MM D.2-2 shall apply.	
			MM D.2-3 The infrastructural system will be installed to the requirements of the Riverside County Engineering Department.	Review and approval of Final Subdivision Maps and Improvement Plans.	County of Riverside, Engineering Department	Applicable	None; Mitigation Measure MM D.2-3 shall apply.	
			MM D.2-4 Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department and EMWD.	Review and approval of Final Subdivision Maps and Improvement Plans.	County of Riverside, Health Department and Eastern Municipal Water District	Applicable	None; Mitigation Measure MM D.2-4 shall apply.	
			MM D.2-5 The project will comply with EMWD requirements	Review and approval of Final	County of Riverside,	Applicable	None; Mitigation Measure MM D.2-5 shall apply.	

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			for installation of on-site reclaimed water lines. Any use of reclaimed water must receive prior approval of Waste Discharge Requirements Issued by the State Water Quality Control Board. The design of the reclaimed water system must also receive approval by the State or County Health Department, or both.	Subdivision Maps and Improvement Plans.	Health Department and Eastern Municipal Water District			
			MM D.2-6 The proposed 6.5 mg and 2.5 mg reservoirs located within Planning Areas 28 and 24, respectively, shall be landscaped in accordance with criteria contained in the Design Guidelines (Section IV) in order to improve the aesthetic quality of these structures.	Review and approval of Final Subdivision Maps and Improvement Plans.	County of Riverside, Health Department and Eastern Municipal Water District	Not Applicable	Mitigation Measure MM D.2-6 does not apply to the Project because the Project does not include development in Planning Areas 24 or 28 where the water storage tanks were proposed.	
			MM D.2-7 Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings. • Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that set the maximum flow rate of all new showerheads, lavatory faucets, etc. • Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations. • Title 24, California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the	Prior to issuance of Building Permits	County of Riverside, Building and Safety Department	Applicable	None; Mitigation Measure MM D.2-7 shall apply.	

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			<p>manufacturer has certified to the C E C compliance with the flow rate standards.</p> <ul style="list-style-type: none"> • Titles 24, California Administrative Code Section 2-5452(j) and G) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. • Health and Safety Code Section 404.7 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. • Government Code Section 7800 specifies that lavatories in all public facilities be equipped with self-closing faucets that limit flow of hot water. 					
			<p>MM D.8-1 The County Solid Waste Management Plan includes programs to reduce the quantities of waste being sent to landfills. These programs include source reduction, separation of recoverables, composting and high technology resources recovery. Implementation of these programs can reduce the increase in solid waste generation associated with new development, which in turn will aid in the extension of the life of affected disposal sites. The proposed permitted refuse hauler for the project site shall be advised of the efforts the developer will be pursuing relating to recycling and waste reduction (i.e. curbside</p>	<p>Prior to the issuance of a certificate of occupancy.</p>	<p>Department of Waste Resources</p>	<p>Applicable</p>	<p>None; Mitigation Measure MM D.8-1 shall apply.</p>	

IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR No. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			recycling, buy back centers, etc.) in accordance with County Resolution No. 90-688. The use of such facilities will be encouraged by the developer through information (e.g. location, materials accepted, etc.) provided in sales literature.					
			MM D.8-2 The developer shall pursue and implement any available source reduction programs for the disposal of construction materials to the satisfaction of the County of Riverside Planning Department.	Prior to the issuance of a certificate of occupancy.	County of Riverside, Planning Department	Applicable	None; Mitigation Measure MM D.8-2 shall apply.	
			MM D.8-3 The developer shall participate in any established County-wide program to reduce solid waste generation. The elements of this program may include: a. Developing and distributing brochures on residential and commercial recycling, residential and commercial source reduction, waste management issues, the importance of using recycled goods, and litter control. b. Development of curriculum guides and kits in cooperation with the County and the Hemet Unified School District, Menifee Union School District, and the Murrieta Valley Unified School District. c. Production of video programs which can be shown on local cable television stations in the project area. d. Pursue an environmental	Prior to the issuance of a certificate of occupancy.	Department of Waste Resources	Applicable	None; Mitigation Measure MM D.8-3 shall apply.	

Winchester 1800

IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR No. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>labelling program at local grocery stores, liquor stores, etc. which would educate consumers in recycling of packaging and other consumer goods.</p> <p>e. Pursue a recycled products awareness campaign which would commend businesses which use recycled products. This program could issue stickers to businesses that use recycled products to display in their windows.</p> <p>f. Develop a library of media production on recycling and source reduction which can be borrowed by various citizen groups, agencies, and schools within the County.</p>					
			<p>MM D.8-4 Project-related sewer sludge is anticipated to be managed at the Rancho California Regional Water Reclamation Facility (RCRWRF) and ultimately disposed of at the proper County Landfill in accordance with the Riverside County Health Department and the Eastern Municipal Water District standards.</p>	<p>Prior to the issuance of a certificate of occupancy.</p>	<p>Riverside County Health Department and the Eastern Municipal Water District</p>	<p>Applicable</p>	<p>None; Mitigation Measure MM D.8-4 shall apply.</p>	
			<p>MM D.8-5 Prior to or concurrent with submittal of final tract maps or improvement plans for areas proposed for commercial, office or multi-family residential uses, the applicant shall submit detailed plans delineating the number, location and general design of solid waste bin enclosures. These plans shall be approved by the County of Riverside. with the intent of promoting visual aesthetics,</p>	<p>Review and approval of Final Subdivision Maps and Improvement Plans.</p>	<p>County of Riverside, Building and Safety Department</p>	<p>Not Applicable</p>	<p>Mitigation Measure MM D.8-5 does not apply to the Project because the Project does not include development of commercial, office, or multi-family residential uses.</p>	

IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR No. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>routine cleaning, and prevention of odors or disease vectors.</p> <p>MM D.7-1 Development plans will be provided to Southern California Edison, Southern California Gas Company, and the General Telephone Company as they become available in order to facilitate engineering, design and construction of improvements necessary to provide electrical, natural gas, and telephone service to the project site.</p> <p>MM D.7-2 The applicant will comply with guidelines provided by Southern California Edison, Southern California Gas Company and the General Telephone Company in regard to easement restriction, construction guidelines, protection of pipeline easement and potential amendments to right-of-way in the areas of any existing SCE, SCG or GTE easements.</p> <p>MM D.7-3 Building energy conservation will be largely achieved by compliance with Title 20 and 24 of the Energy Conservation Code. Title 24, California Administrative Code Section 2-5307(b) is the California Energy Conservation Standard for New Buildings which prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards. Title 24, California Administrative Code Sections 2-5452(i) and (j) address pipe insulation requirements which can reduce water used before hot</p>	<p>Prior to the issuance of a certificate of occupancy.</p> <p>Review and approval of Final Subdivision Maps and Improvement Plans.</p> <p>Prior to the Issuance of Building Permits</p>	<p>Southern California Edison, Southern California Gas Company, and the General Telephone Company</p> <p>County of Riverside, Building and Safety Department</p> <p>Riverside County Health Department and the Eastern Municipal Water District</p>	<p>Not Applicable</p> <p>Applicable</p> <p>Applicable</p>	<p>Mitigation Measure MM D.7-1 does not apply to the Project because the Project would connect to existing electric, natural gas, and telephone infrastructure in the Project area.</p> <p>None; Mitigation Measure MM D.7-2 shall apply.</p> <p>None; Mitigation Measure MM D.7-3 shall apply.</p>	

Winchester 1800

IMPACT CATEGORY	EIR No. 374 IMPACT [PER THE EIR No. 374 MMRP]	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			water reaches equipment or fixtures. Title 20, California Administrative Code Sections 1604(0 and 1606(b) are Applicable Efficiency Standards that set the maximum flow rates of all plumbing fixtures and prohibit the sale of nonconforming fixtures.					
5.1.21: Wildfire	Impacts due to wildfire were determined by the EIR No. 374 to be less than significant.	The Project site is not identified as being susceptible to wildfires and is not located adjacent to land use that pose a high fire risk. Project impacts due to wildfire would be less than significant.	<p>MM D.3-2 All structures on-site shall be constructed with fire retardant roofing material as described in Section 3203 of the Uniform Building Code. Any wood shingles shall be Class "B" rating and shall be approved by the Fire Department prior to installation.</p> <p>MM D.3-3 As the project is located in a "Hazardous Fire Area," any building constructed on lots created by this land division shall comply with the special construction provisions contained in County Ordinance No. 546 and Public Resources Code Section 42.90 relative to fire engine response time.</p> <p>MM D.3-4 A 2.5 and a 6.5 MG water storage tanks are proposed on-site to accommodate adequate water supply for 5,000 gpm/two hour duration fire flow rate.</p> <p>MM D.3-5 Fuel modification shall be achieved by establishing a minimum 100 foot zone consisting of four zones with a range of 50 to 100 percent vegetation removal. This will allow for a graduated transition from native vegetation into the irrigated landscaped building areas of the project. Maintenance of the fuel</p>	<p>Review and approval of Final Improvement Plans.</p> <p>Review and approval of Final Improvement Plans.</p> <p>Review and approval of Final Improvement Plans.</p> <p>Prior to Approval of Development Plans for Lands Adjacent to Open Space Areas</p>	<p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p> <p>County of Riverside, Building and Safety Department.</p>	<p>Applicable</p> <p>Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>	<p>None; Mitigation Measure MM D.3-2 shall apply.</p> <p>None; Mitigation Measure MM D.3-3 shall apply.</p> <p>Mitigation Measure MM D.3-5 does not apply to the Project because the Project does not include development in Planning Areas 24 or 28 where the water storage tanks were proposed.</p> <p>Mitigation Measure MM D.3-5 does not apply to the Project because the Project does not require any fuel modification.</p>	<p>Less than significant.</p>

IMPACT CATEGORY	EIR No. 374 IMPACT (PER THE EIR No. 374 MMRP)	TENTATIVE MAP No. 37715 FINDING	EIR No. 374 MITIGATION MEASURE	EIR No. 374 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 374 MITIGATION TO TENTATIVE MAP No. 37715	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO TENTATIVE MAP No. 37715	EIR No. 374 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			modification zone shall be the responsibility of a homeowners association or maintenance district. Prior to approval of any development plans for lands adjacent to open space areas, a Fire Protection/Vegetation Management Plan shall be submitted to the County Fire Department for review and approval.					
			MM D.3-6 The fiscal analysis for this project shall identify a funding source to offset the shortage between the existing county structure fire tax and the needed annual operation and maintenance budget equal to approximately \$44.00 per dwelling unit and 5.17 cents per square foot for retail, commercial and industrial.	Review and approval of Final Subdivision Maps	County of Riverside, Building and Safety Department	Not Applicable	Mitigation Measure MM D.3-6 does not apply to the Project because this requirement applied to the fiscal analysis for the entire Winchester 1800 Specific Plan area.	
			MM D.3-7 All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 546, subject to the approval by the Riverside County Fire Department. Fire flows over 3000 gpm shall be for 3 hours duration.	Review and approval of Final Improvement Plans.	County of Riverside, Building and Safety and Fire Department.	Applicable	None; Mitigation Measure MM D.3-7 shall apply.	



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



07/06/20, 3:33 pm

SP00286A07

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for SP00286A07. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Project Description

Specific Plan No. 286 Amendment No. 7 is a proposal to amend the Land Use designation for Planning Area 40 from Commercial Retail to High Density Residential and for Planning Area 41 from Very High Density Residential to High Density Residential, re-configure the boundaries and acreages of Planning Areas 40 and 41, re-allocate the unused units from Planning Area 41 to Planning Area 40. The total number of units proposed for Planning Area 40 and the overall Specific Plan remains consistent with the overall development of the Specific Plan and actually represents a reduced development intensity than what was originally evaluated in EIR No. 374.

Advisory Notification. 2 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of Specific Plan No. 286 Amendment No. 7 and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 3 AND - Design Guidelines

- Compliance with applicable Design Guidelines:
1. County Wide Design Guidelines and Standards
 2. Specific Plan (SP No. 286A7) Design Guidelines

Advisory Notification. 4 AND - EIR Mitigation Measures

Incorporation of all adopted EIR Mitigation Measures.

Advisory Notification. 5 AND - Exhibits/SP Document

The development of the premises shall conform substantially with that as shown on APPROVED SPECIFIC PLAN. The words identified in the following list that appear in all capitals in the attached conditions of Specific Plan No. 286 shall be henceforth defined as follows:

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Exhibits/SP Document (cont.)

SPECIFIC PLAN = Specific Plan No. 286 Amendment No. 7.

CHANGE OF ZONE = Change of Zone No. 1900017

GPA = Comprehensive General Plan Amendment No. 190013

TTM= Tentative Tract Map No. 37715

EIR = Environmental Impact Report No. 374.

Specific Plan No. 286 shall include the following:

a. Specific Plan Document, which shall include:

1. Board of Supervisors Specific Plan Resolution including the Mitigation Reporting/Monitoring Program
2. Conditions of Approval.
3. Specific Plan Zoning Ordinance.
4. Land Use Plan in both 8 1/2" x 11" black-and-white and 11" x 17" color formats.
5. Specific Plan text.
6. Descriptions of each Planning Area in both graphical and narrative formats.

b. Final Environmental Impact Report No. 374 Document, which must include, but not be limited to, the following items:

1. Mitigation Monitoring/Reporting Program.
2. Draft EIR
3. Comments received on the Draft EIR either verbatim or in summary.
4. A list of person, organizations and public agencies commenting on the Draft EIR.
5. Responses of the County to significant environmental point raised in the review and consultation process.
6. Technical Appendices

If any specific plan conditions of approval differ from the specific plan text or exhibits, the specific plan conditions of approval shall take precedence.

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance (cont.)

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
 - National Pollutant Discharge Elimination System (NPDES)
 - Clean Water Act
 - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
 - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
 - Government Code Section 66020 (90 Days to Protest)
 - Government Code Section 66499.37 (Hold Harmless)
 - State Subdivision Map Act
 - Native American Cultural Resources, and Human Remains (Inadvertent Find)
 - School District Impact Compliance
 - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
 - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
 - Ord. No. 457 (Building Requirements)
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
 - Ord. No. 460 (Division of Land)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)

 - Ord. No. 625 (Right to Farm)
 - Ord. No. 655 (Regulating Light Pollution)
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 679 (Directional Signs for Subdivisions)
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise)
 - Ord. No. 857 (Business Licensing)
 - Ord. No. 859 (Water Efficient Landscape Requirements)
 - Ord. No. 915 (Regulating Outdoor Lighting)
 - Ord. No. 925 (Prohibiting Marijuana Cultivating)
 - Ord. No. 927 (Regulating Short Term Rentals)

4. Mitigation Fee Ordinances
 - Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance (cont.)

- Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
- Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 7 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

- (a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Specific Plan No. 286 Amendment No. 7 or its associated environmental documentation; and,
 - (b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the Specific Plan No. 286 Amendment No. 7, including, but not limited to, decisions made in response to California Public Records Act requests; and
- (a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 8 AND - Limits of SP Document

No portion of the SPECIFIC PLAN which purports or proposes to change, waive or modify any ordinance or other legal requirement for the development shall be considered to be part of the adopted specific plan. Notwithstanding the above, the design guidelines and development standards of the SPECIFIC PLAN or

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 8 AND - Limits of SP Document (cont.)

hillside development and grading shall apply in place of more general County guidelines and standards.

Advisory Notification. 9 AND -SP - Definitions

The words identified in the following list that appear in all capitals in the attached conditions of Specific Plan No. 286A6 shall be henceforth defined as follows:

SPECIFIC PLAN = Specific Plan No. 286, Amendment No. 7.

CHANGE OF ZONE = Change of Zone No. 1900017

GENERAL PLAN AMENDMENT = General Plan Amendment No. 190013

TENTATIVE TRACT MAP = Tentative Tract Map No. 37715

EIR = Environmental Impact Report No. 374.

Advisory Notification. 10 AND-SPA - Replace all previous

This Specific Plan Amendment is intended to replace the original SPECIFIC PLAN, and all amendments and substantial conformances to the SPECIFIC PLAN. All future developments within the SPECIFIC PLAN, whether or not they have a direct correlation to this Amendment, will inherit the conditions. The original SPECIFIC PLAN and all previous amendments and substantial conformances to the SPECIFIC PLAN will be electronically "locked" so that all future land development applications comply with the following conditions:

E Health

E Health. 1 0010-E Health-SP - SAN 53 REQUIREMENTS

The Department of Environmental Health has reviewed the application for SPECIFIC PLAN and offers the following:
Our conditions of THE DEVELOPER TO OBTAIN A SAN 53 FROM THIS DEPARTMENT PRIOR TO THE ISSUANCE OF THE TRACT 36722 MUST MEET THE SAME NUMBER OF LOTS THE EMWD WILL SERVE LETTER FOR WATER AND SEWER LISTED PRIOR TO ANY AMENDED MAPS being approved.

AT TIME OF GRADING, obtain written clearance from the Office of Industrial Hygiene. Please note that a noise study may be required at their discretion. For further information, please contact Steve Hinde at (951) 955-8982.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 13

0030-Planning-SP - CC&R RES PUB COMMON AREA (cont.)

1. A cover letter identifying the project for which approval is sought;
2. A signed and notarized declaration of covenants, conditions and restrictions;
3. A sample document, conveying title to the purchaser, of an individual lot or unit which provides that the declaration of covenants, conditions and restrictions is incorporated therein by reference; and,
4. A deposit equaling three (3) hours of the current hourly fee for Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted for County Counsel review.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide for the establishment of a property owners' association comprised of the owners of each individual lot or unit as tenants in common, and c) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall, if dormant, be activated, by incorporation or otherwise, at the request of the County of Riverside, and the property owners' association shall unconditionally accept from the County of Riverside, upon the County's demand, title to all or any part of the 'common area', more particularly described on Exhibit '____' attached hereto. Such acceptance shall be through the president of the property owner's association, who shall be authorized to execute any documents required to facilitate transfer of the 'common area'. The decision to require activation of the property owners' association and the decision to require that the association unconditionally accept title to the 'common area' shall be at the sole discretion of the County of Riverside.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 13

0030-Planning-SP - CC&R RES PUB COMMON AREA (cont.)

In the event that the 'common area', or any part thereof, is conveyed to the property owners' association, the association, thereafter, shall own such 'common area', shall manage and continuously maintain such 'common area', and shall not sell or transfer such 'common area' or any part thereof, absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. The property owners' association shall have the right to assess the owner of each individual lot or unit for the reasonable cost of maintaining such 'common area', and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage or maintenance of the 'common area' established pursuant to this Declaration.

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control."

Once approved by the Office of County Counsel, the declaration of covenants, conditions and restrictions shall be recorded by the Planning Department with one copy retained for the case file, and one copy provided to the County Transportation Department - Survey Division."

Planning. 14

0030-Planning-SP - COMMON AREA MAINTENANCE

Prior to the approval of any implementing land division project within the SPECIFIC PLAN (i.e. tract map or parcel map), the following condition shall be placed on the implementing application:

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 14

0030-Planning-SP - COMMON AREA MAINTENANCE (cont.)

"PRIOR TO MAP RECORDATION, the following procedures for common area maintenance procedures shall be complied with:

- a. A permanent master maintenance organization shall be established for the specific plan area, to assume ownership and maintenance responsibility for all common recreation, open space, circulation systems and landscaped areas. The organization may be public or private. Merger with an area-wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association then neighborhood associations shall be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas.
- b. Unless otherwise provided for in these conditions of approval, common open areas shall be conveyed to the maintenance organization as implementing development is approved or any subdivision as recorded.
- c. The maintenance organization shall be established prior to or concurrent with the recordation of the first land division.

Planning. 15

0030-Planning-SP - COMPLETE CASE APPROVALS

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"Prior to the approval of any implementing project (tract map, parcel map, use permit, plot plan, etc.) the SPECIFIC PLAN and the CHANGE OF ZONE must have been approved and adopted by the Board of Supervisors, respectively.

This condition shall be considered as MET once the SPECIFIC PLAN and the CHANGE OF ZONE have been approved and adopted by the Board of Supervisors, respectively. This condition may not be DEFERRED."

Planning. 16

0030-Planning-SP - ENTRY MONUMENTATION

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 16

0030-Planning-SP - ENTRY MONUMENTATION (cont.)

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF BUILDING PERMITS, the following language shall be added to the landscaping requirements of the implementing project:

1. An entry monument shall be shown in the SPECIFIC PLAN.
2. The entry monument shall be in substantial conformance to the design guidelines of all Planning Areas of the SPECIFIC PLAN."

Planning. 17

0030-Planning-SP - F&G CLEARANCE

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.) which may propose grading or construction within or along the banks of any blue-lined stream, the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF GRADING PERMITS, the applicant shall obtain written notification to the County Planning Department that the appropriate California Department of Fish and Game notification pursuant to Sections 1601/1603 of the California Fish and Game Code has taken place, or obtain an "Agreement Regarding Proposed Stream or Lake Alteration" (Sections 1601/1603 Permit) should any grading or construction be proposed within or along the banks of any natural watercourse or wetland, located either on-site or any required off-site improvement areas. Copies of any agreement shall be submitted with the notification."

Planning. 18

0030-Planning-SP - LOW PALEO

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"According to the County's General Plan, this site has been mapped as having a "Low Potential" for paleontological

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 18

0030-Planning-SP - LOW PALEO (cont.)

resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during site development:

- 1.All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.
- 2.The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.
- 3.The applicant shall retain a qualified paleontologist approved by the County of Riverside.
- 4.The paleontologist shall determine the significance of the encountered fossil remains.
- 5.Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.
- 6.If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.
- 7.Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 4 0030-Transportation-SP - SP286A6/WARRANTED TS (cont.)

- g) Pourroy Road/'B' Street
- h) Pourroy Road/Project Entrance P.A. 21
- i) Pourroy Road/Thompson Road
- j) Pourroy Road/Project Entrances P.A. 39 and P.A. 40
- k) Washington Street/Keller Road
- l) Pourroy Road/Benton Road
- m) Washington Street/Project Entrances P.A. 5 and P.A. 12
- n) Washington Street/Thompson Road
- o) Washington Street/Benton Road
- p) Washington Street/Project Entrance P.A. 48
- q) Washington Street/Auld Road
- r) Auld Road/'I' Street
- s) Thompson Road/Project Entrance P.A. 31/32
- t) Project Entrance P.A. 8 /Keller Road
- u) Project Entrance P.A. 4/Keller Road
- v) 'I' Street/Benton Road
- w) Winchester Road/Keller Road
- x) Pourroy Road/Auld Road
- y) Benton Road/Project Entrance P.A. 48

and/or other locations as determined by subsequent traffic studies and approved by the Transportation Department.



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



07/06/20, 3:30 pm

TTM37715

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for TTM37715. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (TTM37715) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Tentative Tract Map No. 37715 proposes to subdivide one (1) 16.6 acre lot into 141 residential lots with a minimum lot size of 2,700 square feet and a density of 8.75 dwelling units per acre. Access into the subdivision will be provided from San Remo Drive and Benton Road. Two detention basins will be provided within the Project site one located along the northwestern corner of the project site and the other to the east of the main entrance along Benton Road.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:
1. County Wide Design Guidelines and Standards
2. Specific Plan (SP No. 286A7) Design Guidelines

Advisory Notification. 4 AND - EIR Mitigation Measures

Mitigation Measures from EIR No. 374 have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of EIR No. 374.

Advisory Notification. 5 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED MAP Tentative Tract Map No. 37715, dated January 23, 2020.
Exhibit L: Conceptual Landscape Plan, dated November 13, 2019

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance (cont.)

1. Compliance with applicable Federal Regulations, including, but not limited to:
 - National Pollutant Discharge Elimination System (NPDES)
 - Clean Water Act
 - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
 - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
 - Government Code Section 66020 (90 Days to Protest)
 - Government Code Section 66499.37 (Hold Harmless)
 - State Subdivision Map Act
 - Native American Cultural Resources, and Human Remains (Inadvertent Find)
 - School District Impact Compliance
 - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)

3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 457 (Building Requirements)
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
 - Ord. No. 460 (Division of Land)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)
 - Ord. No. 655 (Regulating Light Pollution)
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 679 (Directional Signs for Subdivisions)
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise)
 - Ord. No. 857 (Business Licensing)
 - Ord. No. 859 (Water Efficient Landscape Requirements)
 - Ord. No. 915 (Regulating Outdoor Lighting)
 - Ord. No. 927 (Regulating Short Term Rentals)

4. Mitigation Fee Ordinances
 - Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
 - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
 - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 7 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 7 AND - Hold Harmless (cont.)

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning GPA190013, SP00286A7, CZ1900013, and TTM37715 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the GPA190013, SP00286A7, CZ1900013, and TTM37715, including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Flood

Flood. 1 Flood Haz. Report

Tract Map (TTM) 37715 is a proposal for a Schedule A subdivision of 16.6-acres into 145 residential lots with a minimum lot size of 0.06-acre in Rancho California area. The project site is located at northeast corner of Benton Road and Pourroy Road. This project is being reviewed concurrently with Specific Plan

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Haz. Report (cont.)

286 Amendment 7 and Change of Zone 1900017.

The topography of the site is a mild northeast-to-southwesterly slope. The entire site is located within a FEMA Zone D per FIRM (2008) 06065C2730G. The site is surrounded by developed Medium, Medium High and High Developed Residential (MDR, MHDR and VHDR) areas with established District and county drainage systems. Warm Springs Valley - Benton Creek Channel (Proj. No. 7-0-00167) is to the north of the site, Warm Springs Valley - Ponderosa Road Storm Drain (Proj. No. 7-0-00212) is to the east of the site, and Warm Springs Valley - Coral Tree Court Storm Drain (Proj. No. 7-0-00158) is to the southwest of the site. Consequently, majority portion of the offsite runoffs tributary to the site is ultimately conveyed to Warm Springs Creek. The site is considered free from ordinary storm flood hazard except for nuisance natural local runoff. A storm of unusual magnitude may cause damage.

TTM37715 proposes to drain treated on-site flow to a Transportation maintained existing 36-in storm drain in Benton Road via a proposed 18-in RCP located at south of the project site. The 36-in storm drain will convey the flow into a privately-owned basin located at northwest corner of Benton Road and Pompei Lane, and then the basin will lease the flow to District owned Warm Springs Valley – Benton Creek Channel (Proj. No. 7-0-00167, Dwg No. 7-0370). Both the existing 36-in storm drain and the basin were constructed under TR30167. Large portion of the project off-site flow will by-pass project proposed bio-filtration system and flows into the same basin via Benton Road.

The site is located within the bounds of the Murrieta Creek/Warm Springs Valley Area Drainage Plan (ADP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of grading or building permits for this project whichever occurs first. Although the current fee for this ADP is \$677 per acre, the fee due will be based on the fee in effect at the time of payment. The fee is payable to the Flood Control District by cashier's check or money order only. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued.

Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal, additional public safety and health issues are discovered, the District reserves the right to bring such issues to the attention of the hearing body.

Any questions pertaining to this project can be directed to Han Yang at 951.955.1348 or hyang@rivco.org.

Planning

Planning. 1 Landscape Requirement

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1 Landscape Requirement (cont.)

- 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:

- 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

Planning. 2 Planning - ALUC Conditions

The project is located in Compatibility Zones D and E of the French Valley Airport Influence Area and includes 6.13 acres in Compatibility Zone D and 9.31 acres in Compatibility Zone E. The Project was heard before the Airport Land Use Commission on January 9, 2020 and was found to be CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011 and was subject to the following conditions:

- 1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.
- 2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 1 ARTIFACT DISPOSITION (cont.)

that all fees have been paid.

If more than one Native American Group is involved with the project and cannot come to a consensus as to the disposition of cultural resources, the landowner(s) shall then proceed with curation at the Western Science Center.

Planning-CUL. 2 HUMAN REMAINS

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with the following codes:

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. The Coroner will have two working days to determine if the remains are subject to his or her authority as part of a crime.

If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted by the Coroner within the period specified by law (24 hours). The NAHC shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, inspect the site of the discovery of the Native American human remains and may recommend means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall make recommendations or preferences for treatment within 48 hours of being granted access to the site.

Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, where the Native American human remains are located, is not damaged or disturbed. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. The descendants' preferences for treatment may include the following:

- The nondestructive removal and analysis of human remains and items associated with Native American human remains.
- Preservation of Native American human remains and associated items in place.
- Relinquishment of Native American human remains and associated items to the descendants for treatment.
- Other culturally appropriate treatment.

The parties may also mutually agree to extend discussions, taking into account the possibility that additional or multiple Native American human remains, as defined in this section, are located in the project area, providing a basis for additional treatment measures.

Human remains of a Native American may be an inhumation or cremation, and in any state of decomposition or skeletal completeness. Any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains.

Whenever the commission is unable to identify a descendant, or the descendants identified fail to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance. To protect these sites, the landowner shall do one or more of the following:

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 2 HUMAN REMAINS (cont.)

- Record the site with the commission or the appropriate Information Center.
- Utilize an open-space or conservation zoning designation or easement.
- Record a document with the county in which the property is located. The document shall be titled "Notice of Reinternment of Native American Remains" and shall include a legal description of the property, the name of the owner of the property, and the owner's acknowledged signature, in addition to any other information required by this section. The document shall be indexed as a notice under the name of the owner. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with the descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains.

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 Archaeologist.

Planning-CUL. 3 UNANTICIPATED RESOURCES

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

* A cultural resource site is defined, for this condition, as being a feature and/or 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 sacred or cultural importance.

** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the value/importance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 GEO190034 ACCEPTED

County Geologic Report GEO No. 190034, submitted for the project TTM37715, was prepared by GeoTek, Inc., and is titled; "Geotechnical Evaluation, Proposed Single-Family Residential Development, Assessor's Parcel Number 963-100-008, 31980 Benton Road, Winchester, Riverside County, California," dated November 21, 2018. In addition, GeoTek has submitted the following document for the project:

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1

GEO190034 ACCEPTED (cont.)

“Response to Geotechnical Report Review Comments, Proposed Single-Family Residential Development, Assessor’s Parcel Number 963-100-008, TTM37715, Winchester, Riverside County, California,” dated October 17, 2019.

GEO190034 concluded:

1. Based on our historical aerial photo review and geologic mapping, no active faulting is known to or suspected to traverse the site nor is it situated within an “Alquist-Priolo” Earthquake Fault Zone or County of Riverside fault hazard zone.
2. The results of the liquefaction analysis indicate that the site soils are not susceptible to soil liquefaction in the design earthquake event.
3. The results of the analysis of the dry settlement potential indicate an estimated dynamic settlement of 0.11 inch.
4. The potential for landslides is considered negligible for design purposes.
5. The potential for secondary seismic hazards such as seiche or tsunami are considered low and negligible, respectively, due to site elevation and distance to an open body of water.
6. The near surface alluvial soils have a “very low to low” expansion potential based on laboratory testing.

GEO190034 recommended:

1. In areas of planned grading and improvements, the site should be cleared of vegetation and other deleterious materials.
2. We recommend that the natural soils below and within five feet of the building envelopes and any screen wall footings should be removed to a depth of three feet below the natural ground surface or two feet below the bottom of the footings, whichever is greater.
3. In areas where loose soil is present in the bottom of the excavations, the removals should continue until competent natural materials are encountered.
4. Competent materials are defined as relatively non-porous natural soils with an in-place relative compaction of at least 85 percent.
5. We estimate static settlement of foundation designed as recommended in this report to be less than 1 inch total and ½ inch differential over a 40 foot span.

GEO No. 190034 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 190034 is hereby accepted for planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County upon application for grading and/or building permits.

Planning-PAL

Planning-PAL. 1

LOW PALEO POTENTIAL

According to the County’s General Plan, this site has been mapped as having a “Low Potential” for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for

ADVISORY NOTIFICATION DOCUMENT

Planning-PAL

Planning-PAL. 1

LOW PALEO POTENTIAL (cont.)

paleontological resources. However, should fossil remains be encountered during site development:

1. All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.
2. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.
3. The applicant shall retain a qualified paleontologist approved by the County of Riverside.
4. The paleontologist shall determine the significance of the encountered fossil remains.
5. Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.
6. If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.
7. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * Per the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet.
8. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

Transportation

Transportation. 1

RCTD - General

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD - General (cont.)

1. With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461), it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.
 2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.
 3. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.
 4. Alternations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.
 5. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.
 6. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.
 7. All corner cutbacks shall be applied per Standard 805, Ordinance 461, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit 'C' of the Countywide Design Guidelines.
 8. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
 9. At intersections, local streets (below County Collector Road Standard) shall have a minimum 50-foot tangent, measured from flowline/curb-face to the end of the 50- foot tangent section.
 10. ADA compliance ramps shall be constructed/or modified at 4-way intersections including at the northwest and northeast corners of Benton Rd and Pourroy Rd and southeast corner of Benton Road and Pourroy Road and at "T" intersections per draft Standard No. 403, sheets 1 through 7 of Ordinance 461.
 11. The Project shall obtain approval of street improvement plans from the Transportation Department.
- Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD - General (cont.)

project limits.

12. Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955 6527.

Transportation. 2 RCTD-MAP - TS/General Conditions

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Leon Road (NS) at:
Benton Road (EW)

Cognac Street-Van Gaale Lane (NS) at:
Benton Road (EW)

Project Access (NS) at:
San Remo Drive (EW)

Project Access (NS) at:
Benton Road (EW)

Pourroy Road (NS) at:
Thompson Road (EW)
San Remo Drive (EW)
Benton Road (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1

Waste - General

- Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.
- Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

Plan: TTM37715

Parcel: 963100008

50. Prior To Map Recordation

Fire

050 - Fire. 5 Prior to recordation (cont.) Not Satisfied
with the following note: The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.

050 - Fire. 6 Prior to recordation Not Satisfied
Ecs map must be stamped by the Riverside County Surveyor with the following note: All buildings shall be constructed with Class A material as per the California Building Code.

050 - Fire. 7 Prior to recordation Not Satisfied
Ecs map msut be stamped by the Riverside County Surveyor with the following note: The applicant or developer shall provde written cerification from the appropriate water company that the required fire hydrants are either existing or that financial arrangements have been made to provide them.

Flood

050 - Flood. 1 ADP Fee Notice Not Satisfied
A notice of drainage fees shall be placed on the Environmental Constraint Sheet and Final Map. The exact wording of the note shall be as follows:

NOTICE OF DRAINAGE FEES

"Notice is hereby given that this property is located in the Murrieta Creek/Warm Springs Valley Area Drainage Plan which was adopted by the Board of Supervisors of the County of Riverside pursuant to Section 10.25 of Ordinance No. 460 and Section 66483, et seq, of the Government Code and that said property is subject to fees for said drainage area. Notice is further given that, pursuant to Section 10.25 of Ordinance No. 460, payment of the drainage fees shall be paid to the Riverside County Flood Control and Water Conservation District at the time of issuance of the grading or building permit for said parcels, whichever occurs first, and that the owner of each parcel, at the time of issuance of either the grading or building permit, shall pay the fee required at the rate in effect at the time of issuance of the actual permit."

Planning

050 - Planning. 1 Planning - CC&R RES PRI COMMON AREA Not Satisfied
"The applicant shall notify the Planning Department that the following documents shall be submitted to the Office of County Counsel and submit said documents for review along with the current fee, which shall be subject to County Counsel approval:

1. A cover letter identifying the project for which approval is sought;
2. A signed and notarized declaration of covenants, conditions and restrictions;

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50. Prior To Map Recordation

Planning

050 - Planning. 1 Planning - CC&R RES PRI COMMON AREA (cont.) Not Satisfied

3. A sample document, conveying title to the purchaser of an individual lot or unit, which provides that the declaration of covenants, conditions and restrictions is incorporated therein by reference; and,

4. A deposit equaling three (3) hours of the current hourly fee for Review if Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted for County Counsel review.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide for the establishment of a property owners' association comprised of the owners of each individual lot or unit as tenants in common, c) provide for ownership of the common area by either the property owners' association or the owners of each individual lot or unit as tenants in common, and (d) contain the following provisions verbatim:

"Notwithstanding, any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall manage and continuously maintain the 'common area', more particularly described on Exhibit '___', attached hereto, and shall not sell or transfer the 'common area' or any part thereof, absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest.

The property owners' association shall have the right to assess the owners of each individual lot or unit for the reasonable cost of maintaining such 'common area' and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This Declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage or maintenance of the 'common area' established pursuant to this Declaration.

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control."

Once approved by the Office of County Counsel, the declaration of covenants, conditions and restrictions shall be recorded the Planning Department with one copy retained for the case file, and one copy provided to the County Transportation Department - Survey Division."

050 - Planning. 2 Planning - AG/Dairy Notification Not Satisfied

"PRIOR TO MAP RECORDATION, the applicant shall submit a detailed proposal for the notification of all initial and future purchasers of dwelling units within the subject project of the existence of dairies and/or other agricultural uses within one half mile of the property and potential impacts resulting from those uses. Said notification shall be in addition to any notice required by Ordinance No. 625 (Riverside County Right-to-Farm Ordinance). Said approved notification shall be provided to all initial and all future purchasers of dwelling units within the subject project."

050 - Planning. 3 Planning - AG/Dairy Notification Not Satisfied

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Planning

050 - Planning. 3 Planning - AG/Dairy Notification (cont.) Not Satisfied

"PRIOR TO MAP RECORDATION, the applicant shall submit a detailed proposal for the notification of all initial and future purchasers of dwelling units within the subject project of the existence of dairies and/or other agricultural uses within one half mile of the property and potential impacts resulting from those uses. Said notification shall be in addition to any notice required by Ordinance No. 625 (Riverside County Right-to-Farm Ordinance). Said approved notification shall be provided to all initial and all future purchasers of dwelling units within the subject project."

050 - Planning. 4 Planning - COMMON AREA MAINTENANCE Not Satisfied

"PRIOR TO MAP RECORDATION, the following procedures for common area maintenance procedures shall be complied with:

a. A permanent master maintenance organization shall be established for the specific plan area, to assume ownership and maintenance responsibility for all common recreation, open space, circulation systems and landscaped areas. The organization may be public or private. Merger with an area-wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association then neighborhood associations shall be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas.

b. Unless otherwise provided for in these conditions of approval, common open areas shall be conveyed to the maintenance organization as implementing development is approved or any subdivision as recorded.

c. The maintenance organization shall be established prior to or concurrent with the recordation of the first land division.

050 - Planning. 5 Planning - Fee Balance Not Satisfied

Prior to recordation, the Planning Department shall determine if the deposit based fees for the TENTATIVE MAP are in a negative balance. so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

050 - Planning. 6 Planning - Map - ECS Note Mt. Palomar Not Satisfied

The following Environmental Constraint Note shall be placed on the ECS:

"This property is subject to lighting restrictions as required by County Ordinance No. 655, which are intended to reduce the effects of night lighting on the Mount Palomar Observatory. All proposed outdoor lighting systems shall be in conformance with County Ordinance No. 655."

050 - Planning. 7 Planning - Map - ECS Shall Be Prepared Not Satisfied

The land divider shall prepare an Environmental Constraints Sheet (ECS) in accordance with Section 2.2. E. & F. of County Ordinance No. 460, which shall be submitted as part of the plan check review of the FINAL MAP.

050 - Planning. 8 Planning - Map - Final Map Preparer Not Satisfied

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50. Prior To Map Recordation

Planning

050 - Planning. 8 Planning - Map - Final Map Preparer (cont.) Not Satisfied
The FINAL MAP shall be prepared by a licensed land surveyor or registered civil engineer.

050 - Planning. 9 Planning - Map - Quimby Fees Not Satisfied
The land divider shall submit to the County Planning Department - Development Review Division a duly and completely executed agreement with the Valley Wide Recreation and Parks District which demonstrates to the satisfaction of the County that the land divider has provided for the payment of parks and recreation fees and/or dedication of land for the TENTATIVE MAP in accordance with Section 10.35 of County Ordinance No. 460.

050 - Planning. 10 Planning - Map - Required Applications Not Satisfied
No FINAL MAP shall record until Specific Plan No. 00286A07, GPA190013 and Change of Zone No. 1900017 have been approved and adopted by the Board of Supervisors and have been made effective. This land division shall conform with the development standards of the designation and/or zone ultimately applied to the property.

050 - Planning. 11 Planning - Shared Driveways Access Not Satisfied
The Recorded Map shall show the easements provided for the shared driveways for Lots 4, 5, 14, & 15 as shown on the Tentative Map Exhibit.

Survey

050 - Survey. 1 RCTD - FINAL MAP REQUIREMENTS Not Satisfied

The final map shall comply with the following requirements, as approved by the Transportation Department, to clear this condition:

1. Any easement not owned by a public utility, public entity or subsidiary, not relocated or eliminated prior to final map approval, shall be delineated on the final map in addition to having the name of the easement holder, and the nature of their interests, shown on the map.

2. Lot access shall be restricted on Benton Road, Pourroy Road and San Remo Drive and so noted on the final map.

3. Although the project has an approved tentative map, a separate Board of Supervisor approval is required to approve of all vacation/abandonments of the existing dedicated right-of-way. Prior to map recordation, the project shall file for a conditional vacation of San Remo Drive for consideration by the Board. If there are existing facilities in the existing dedicated right of way, those facilities shall be relocated to their ultimate location. If the Board denies the vacation request, the approved tentative map shall be redesigned to utilize the existing right-of-way and the map shall be reprocessed after paying all the appropriate fees.

4. The Project shall install survey monumentation as directed by the Survey Division and Transportation Department, or bond and enter into an agreement with the Transportation Department.

050 - Survey. 2 RCTD-MAP-WQ - WQMP ACCESS AND MAINTENANCE Not Satisfied
Prior to map recordation, the Project shall ensure that BMP facilities are placed in dedicated

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Survey

050 - Survey. 2 RCTD-MAP-WQ - WQMP ACCESS AND MAINTENANCE (cc Not Satisfied easements and that sufficient legal access to the BMPs are provided for the WQMP. This requirement applies to both onsite and offsite property. In addition, a BMP Maintenance Agreement shall be recorded against the property.

Transportation

050 - Transportation. 1 Landscape Common Area CCRs Not Satisfied

The developer/ permit holder shall:

Prior to map recordation, the developer/permit holder shall submit Covenants, Conditions, and Restrictions (CC&R) to the Riverside County Counsel for review along with the required fees set forth by the Riverside County Fee Schedule.

For purposes of landscaping and maintenance, the following minimum elements shall be incorporated into the CC&R's:

1) Permanent public, quasi-public or private maintenance organization shall be established for proper management of the water efficient landscape and irrigation systems. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the County of Riverside Guide to California Friendly Landscaping.

2) The CC&R's shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).

3) The common maintenance areas shall include all those identified on the approved landscape maintenance exhibit.

The Transportation Department, Landscape Section shall clear this condition once a copy of the County Counsel approved CC&R's has been submitted to the Transportation Department, Landscape Section.

050 - Transportation. 2 RCTD - ADA COMPLIANCE Not Satisfied

The project shall comply with the most current ADA requirements. Curb ramps shall be provided at all intersections, including T-intersections. Curb ramps and accessible paths shall be individually designed, and included in the improvement plans, in accordance with Ordinance 461 and Riverside County Improvement Plan Check Policies and Guidelines. Approval of the improvement plans will clear this condition.

050 - Transportation. 3 RCTD - ANNEX ALL MAINTENANCE DISTRICTS Not Satisfied

Prior to map recordation, the Project shall complete all annexation/formation into all of respective maintenance districts, as approved by the County Transportation and County EDA/CSA, with approved improvement plans, and as noted or shown on the approved Maintenance Exhibit.

050 - Transportation. 4 RCTD - ANNEX CATCH BASIN INSERTS Not Satisfied

Prior to map recordation, the Project shall complete annexation/formation, with fees, into the

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Transportation

050 - Transportation. 4 RCTD - ANNEX CATCH BASIN INSERTS (cont.) Not Satisfied
applicable maintenance district(s) (e.g. CSA, CFD, or other approved public or quasi-public entity) for maintenance of catch basin inserts, as shown on the approved Maintenance Exhibit, as applicable.

050 - Transportation. 5 RCTD - ANNEX LANDSCAPING MAINTENANCE Not Satisfied
Prior to map recordation, the Project shall complete annexation/formation for landscaping, graffiti maintenance, fencing, and trails, with approved improvement plans and fees, into the applicable maintenance district(s) (e.g. CSA, CFD, or other approved entity) for landscaping maintenance, as shown on the approved Maintenance Exhibit, as applicable.

050 - Transportation. 6 RCTD - ANNEX SIGNAL MAINTENANCE Not Satisfied
Prior to map recordation, the Project shall complete signal maintenance annexation/formation, with approved improvement plans and fees, into the applicable maintenance district(s) (e.g. CFD, or other approved entity) for maintenance of signals, as noted on the approved Maintenance Exhibit, as applicable.

050 - Transportation. 7 RCTD - ANNEX ST SWEEPING MAINTENANCE Not Satisfied
Prior to map recordation, the Project shall complete street sweeping annexation/formation, with fees, into the applicable maintenance district(s) (e.g. CSA 152, or other approved entity) for street sweeping maintenance, as noted on the approved Maintenance Exhibit, as applicable.

050 - Transportation. 8 RCTD - ANNEX STREETLIGHT MAINTENANCE Not Satisfied
Prior to map recordation, the Project shall complete streetlight and bridge-light annexation/formation, with approved improvement plans and fees, into the applicable maintenance district(s) (e.g. CSA, CFD, or other approved entity) for streetlight maintenance, as noted on the approved Maintenance Exhibit, as applicable.

050 - Transportation. 9 RCTD - ANNEX WQMP MAINTENANCE Not Satisfied
Prior to map recordation, the Project shall file an application for annexation/formation, with the approved WQMP and fees, into the applicable maintenance district(s) (e.g. CFD, CSA 152, or other approved entity) for WQMP maintenance outside of public right of way, as shown on the approved Maintenance Exhibit, as applicable.

050 - Transportation. 10 RCTD - APPROVED MAINTENANCE EXHIBIT (ME) Not Satisfied
The Project shall submit a Maintenance Exhibit (ME) for approval, on two 11-inch by 17-inch hard copies and two CD copies to County EDA/CSA. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

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050 - Transportation. 10 RCTD - APPROVED MAINTENANCE EXHIBIT (ME) (cont.) Not Satisfied

The Transportation Department will clear this condition after the ME is approved by the County EDA/CSA and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department (three 11-inch by 17-inch hardcopies and one fully signed PDF copy on CD).

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Section. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&Rs, and submitting water improvement plans.

050 - Transportation. 11 RCTD - EXISTING MAINTAINED Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall provide the following improvements:

Benton Road along the project boundary is a paved County-maintained road designated as URBAN ARTERIAL HIGHWAY, and shall be improved with 8-inch concrete curb and gutter to be located 55 feet from centerline, within a 76 foot half-width dedicated right-of-way in accordance with County Standard No. 91, Ordinance 461. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

Note:

1. A 5 feet meandering sidewalk shall be constructed within the 21 foot parkway per Standard No. 404, Ordinance 461 and join the existing sidewalk located at the west project boundary.

2. A curbed raised median shall be constructed at the centerline per Standard No. 91, Ordinance 461.

Pourroy Road along the project boundary is a paved County-maintained road designated as a SECONDARY HIGHWAY, and shall be improved with 6-inch concrete curb and gutter to be located 32 feet - 44 feet from centerline, within a 50 foot - 62 foot half-width dedicated right-of-way in accordance with County Standard No. 94, page (1 of 2) and (2 of 2), Ordinance 461. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

San Remo Drive along project boundary is a paved County maintained road and designated as a LOCAL ROAD and shall be improved with 32 feet part-width AC pavement, (20 feet on project side and 12 feet on opposite side of centerline), 6-inch concrete curb and gutter, and 6 feet concrete sidewalk within a 74 full-width dedicated right-of-way (30 feet on project side and 44 feet on opposite side of centerline) in accordance with County Standard No.105, Section 'C', Ordinance 461. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

Note: A 6-foot concrete sidewalk shall be constructed adjacent to the curb line within the 10-foot parkway and join the existing sidewalk located at the west project boundary.

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50. Prior To Map Recordation

Transportation

050 - Transportation. 11 RCTD - EXISTING MAINTAINED (cont.) Not Satisfied

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

050 - Transportation. 12 RCTD - LIGHTING PLAN Not Satisfied

A separate street light plan and/or a separate bridge light plan) shall be approved by the Transportation Department. Street (and bridge) lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standards.

050 - Transportation. 13 RCTD - PRIVATE STREETS ROAD IMPROVEMENTS Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall provide the following improvements:

Interior Private Streets are reserved private streets and shall be improved with 33-foot full-width AC pavement, 6-inch concrete curb and gutter, and 5-foot sidewalks (both sides) within a 43-foot private road easement in accordance with County Standard No. 105, Section "A". (33-feet/43-feet) (Modified for reduced road easement width from 56-feet to 43-feet and reduced full-width AC pavement improvement from 36-feet to 33-feet.) The easements shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

NOTE: 1. A 5-foot concrete sidewalk shall be constructed adjacent to the curb line within the 5-foot parkway.

Private Entry Streets at Benton Road and San Remo Drive (Entry Streets) are reserved private streets, designated as a LOCAL ENTRY ROADS and shall be improved with 50-foot full-width AC pavement, 6-inch concrete curb and gutter, and 5-foot concrete sidewalks (on both sides) within 80-foot private road easement in accordance with County Standard No. 103, Section "A", Ordinance 461. (50-feet/80-feet) (Modified for increased easement width from 74-feet to 80-feet and increased improvement from 44-feet to 50-feet AC pavement, and sidewalks to be on both sides.) The easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

NOTE:

1. A 5-foot concrete sidewalk (on both sides) shall be constructed 3-feet from the property line within the 15-foot parkway.

2. A 10-foot curbed raised median shall be constructed at the centerline.

3. The nose of the median shall be 35-feet from the flowline of the adjacent streets.

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50. Prior To Map Recordation

Transportation

050 - Transportation. 14 RCTD - STREET IMPROVEMENT PLANS Not Satisfied

The Project shall obtain approval of street improvement plans from the Transportation Department. Street Improvement Plans shall comply with Ordinance 460, 461, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online <http://rctlma.org/trans>.

050 - Transportation. 15 RCTD - SUBMIT APPLICATION - MAINTENANCE DISTRICT Not Satisfied

Prior to map recordation, the Project shall file an application with County EDA/CSA for annexation/formation into all of respective maintenance districts, with a proposed Maintenance Exhibit and applicable fees.

050 - Transportation. 16 RCTD - UTILITY COORDINATION Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans, according to Ordinance 460 for subdivisions and/or Ordinance 461 for road improvements. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

- The Street Improvement Plans are approved
- Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

050 - Transportation. 17 RCTD-MAP - TS/Geometrics Not Satisfied

The intersection of Pourroy Road (NS) at Benton Road (EW) shall be improved to provide the following geometrics:

- Northbound: one shared left-turn/through/right-turn lane
- Southbound: one shared left-turn/through lane, one right-turn lane
- Eastbound: one left-turn lane, one shared through/right-turn lane
- Westbound: one left-turn lane, two through lanes, one right-turn lane

The intersection of Project Access (NS) at San Remo Drive (EW) shall be improved to provide the following geometrics:

- Northbound: one shared left-turn/right-turn lane
- Southbound: N/A
- Eastbound: one shared through/right-turn lane
- Westbound: one through lane, one shared through/right-turn lane

The intersection of Project Access (NS) at Benton Road (EW) shall be improved to provide the following geometrics:

- Northbound: N/A
- Southbound: one right-turn lane
- Eastbound: one through lane

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50. Prior To Map Recordation

Transportation

050 - Transportation. 17 RCTD-MAP - TS/Geometrics (cont.) Not Satisfied

Westbound: one through lane, one shared through/right-turn lane

NOTE: The project access shall be restricted to right-in/right-out turning movements. Left-turns are prohibited. Appropriate channelization shall be provided by the project to enforce the prohibited turning movements.

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

050 - Transportation. 18 RCTD-MAP-WQ - Santa Margarita Region - FINAL WQMP RI Not Satisfied

The project is located in the Santa Margarita watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at <http://rcflood.org/npdes/SMRWMA.aspx>, see County-specific WQMP. Prior to opening model home complexes, sales offices, or using roads, the San Diego Regional Board requires fully functioning BMPs in place. The County encourages BMP phasing or Self-Retaining areas, see template for guidance. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, and 10-year return periods from the project are mitigated. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 EASEMENTS/PERMISSION Not Satisfied

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.

In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 2 IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 3 IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion

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60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 3 IMPROVEMENT SECURITIES (cont.) Not Satisfied
Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

E Health

060 - E Health. 1 Destroy Existing Well Not Satisfied
Any existing wells shall be properly removed and/or destroyed under permit with DEH. Please contact (951)955-8980 for additional details.

060 - E Health. 2 ECP Clearance Not Satisfied
Prior to grading permit issuance, clearance from the Environmental Cleanup Program (ECP) is required. Based on review of Phase I Environmental Site Assessment and Limited Sampling Report from FirstCarbon Solutions dated November 16, 2018 and November 7, 2018 for TTM37715, a 5,000 gallon underground storage tank (UST) was onsite from the 1940's to the 1970's. Additional sampling at appropriate depths to investigate and verify that there are no releases have occurred in conjunction with this UST. Please contact ECP for additional details at (951)955-8980.

Flood

060 - Flood. 1 ADP Fee - Map Not Satisfied
Tract Map (TTM) 37715 is located within the boundaries of the Murrieta Creek/Warm Springs Valley Area Drainage Plan (ADP) for which the Board of Supervisors has adopted drainage fees pursuant to Ordinance No. 460. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of permits for this project. Although the current fee for this ADP is \$677 per acre, the fee due will be based on the fee in effect at the time of payment. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

Planning

060 - Planning. 1 Planning - Conceptual Grading Plan Not Satisfied
Prior to development within any planning area of the Specific Plan, an overall Conceptual Grading Plan for the planning area in process shall be submitted for Planning Department approval. The Grading Plan shall include techniques to prevent erosion, sedimentation during and after the grading process, time frames for grading, identification of areas that may be graded during high probability rain months, and preliminary pad and roadway elevations.

060 - Planning. 2 Planning - Detention Basin Design Provisions Not Satisfied
Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.
Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 2 Planning - Detention Basin Design Provisions (cont.) Not Satisfied
from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended
by a qualified wildlife hazard biologist.

060 - Planning. 3 Planning - GENERIC M/M PROGRAM Not Satisfied
"PRIOR TO THE ISSUANCE OF GRADING PERMITS, the project applicant shall provide to the
Planning Department a detailed proposal for complying with the preliminary mitigation and monitoring
procedures described in the EIR for PA 40 during the process of grading. Grading permits will not be
issued unless the preliminary mitigation and monitoring procedures as described in the EIR are
substantially complied with."

060 - Planning. 4 Planning - Map - Fee Balance Not Satisfied
Prior to issuance of grading permits, the Planning Department shall determine if the deposit based
fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

060 - Planning. 5 Planning - Map - Required Applications Not Satisfied
No grading permits shall be issued until Specific Plan No. 00286A07, General Plan Amendment No.
190013 and Change of Zone No. 1900017 have been approved and adopted by the Board of
Supervisors and have been made effective.

060 - Planning. 6 Planning - Map - SKR Fee Not Satisfied
Prior to the issuance of a grading permit, the land divider/permit holder shall comply with the
provisions of Riverside County Ordinance No. 663, which generally requires the payment of the
appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary
depending upon a variety of factors, including the type of development application submitted and the
applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No.
663. Said fee shall be calculated on the approved development project which is anticipated to be 16.6
gross acres in accordance with the TENTATIVE MAP. If the development is subsequently revised,
this acreage amount may be modified in order to reflect the revised development project acreage
amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer
be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by
a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall
be required.

Planning-CUL

060 - Planning-CUL. 1 CULTURAL SENSITIVITY TRAINING Not Satisfied
The Project Archaeologist and if required, a representative designated by the Tribe shall attend the
pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction
Personnel. Training will include a brief review of the cultural sensitivity of the Project and the
surrounding area; what resources could potentially be identified during earthmoving activities; the
requirements of the monitoring program; the protocols that apply in the event unanticipated cultural
resources are identified, including who to contact and appropriate avoidance measures until the
find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training
and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet
for attendees of this training shall be included in the Phase IV Monitoring Report.

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 1 CULTURAL SENSITIVITY TRAINING (cont.) Not Satisfied

060 - Planning-CUL. 2 NATIVE AMERICAN MONITORING Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 3 PROJECT ARCHAEOLOGIST Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Planning-EPD

060 - Planning-EPD. 1 30-Day Preconstruction Burrowing Owl Surveys - EPD Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a rough grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (February 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. A grading permit may be issued once the species has been relocated.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew

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70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 ARTIFACT DISPOSITION Not Satisfied

Upon completion of the implementation phase, the landowner(s) shall relinquish ownership of all cultural resources, (with the exception of sacred items, burial goods, and Human Remains) and Provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through one of the following methods.

1. A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe(s) or band(s). This shall include measures and provisions to protect the reburial area from any future impacts. Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be included in the Phase IV Report.
2. Curation at a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.
3. If more than one Native American Group is involved with the project and cannot come to a consensus as to the disposition of cultural resources, the landowner(s) shall then proceed with curation at the Western Science Center.

070 - Planning-CUL. 2 PHASE IV MONITORING REPORT Not Satisfied

Upon completion of the implementation phase (clearing, grubbing, grading trenching), a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:

1. Submitting a "Wet Signed" copy of the Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.

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80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 2 ROUGH GRADE APPROVAL (cont.) Not Satisfied

2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
 3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
 4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by County Inspector prior to receiving a rough grade permit final.
- Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

E Health

080 - E Health. 1 Water and Wastewater Not Satisfied

Current water and wastewater will-serve letters will be required prior to building permit issuance

Flood

080 - Flood. 1 ADP Fee - Map Not Satisfied

Tract Map (TTM) 37715 is located within the boundaries of the Murrieta Creek/Warm Springs Valley Area Drainage Plan (ADP) for which the Board of Supervisors has adopted drainage fees pursuant to Ordinance No. 460. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of permits for this project. Although the current fee for this ADP is \$677 per acre, the fee due will be based on the fee in effect at the time of payment. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

Planning

080 - Planning. 1 Planning - ALUC Conditions Not Satisfied

The project is located in Compatibility Zones D and E of the French Valley Airport Influence Area and includes 6.13 acres in Compatibility Zone D and 9.31 acres in Compatibility Zone E. The Project was heard before the Airport Land Use Commission on January 9, 2020 and was found to be CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011 and was subject to the following conditions:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.

080 - Planning. 2 Planning - Climate Action Plan Not Satisfied

Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed Project shall be required to offset its energy demand by 30 percent of the energy demand. This is anticipated to be accommodated through solar panels mounted on building rooftops. The energy demand shall be determined at the initial building permit stage. Utilizing the energy demand calculated, the appropriate number of dwelling units shall be required to include solar panels as part of the building permit application

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 2 Planning - Climate Action Plan (cont.) Not Satisfied

080 - Planning. 3 Planning - Conform Final Site Plan Not Satisfied

Final clearance shall be obtained from the County Planning Department - Development Review Division stipulating that the building plans submitted conform to the approved Final Plan of Development.

080 - Planning. 4 Planning - ENTRY MONUMENTATION Not Satisfied

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF BUILDING PERMITS, the following language shall be added to the landscaping requirements of the implementing project:

1. An entry monument shall be shown in the SPECIFIC PLAN.
2. The entry monument shall be in substantial conformance to the design guidelines of all Planning Areas of the SPECIFIC PLAN."

080 - Planning. 5 Planning - Map - Fee Balance Not Satisfied

Prior to issuance of building permits, the Planning Department shall determine if the deposit based fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

080 - Planning. 6 Planning - Map - Roof Mounted Equipment Not Satisfied

Roof-mounted mechanical equipment shall not be permitted within the subdivision, however, solar equipment or any other energy saving devices shall be permitted with County Planning Department approval.

080 - Planning. 7 Planning - Map - Underground Utilities Not Satisfied

All utility extensions within a lot shall be placed underground.

080 - Planning. 8 Planning - School Mitigation - Temecula Valley Unified Not Satisfied

"PRIOR TO BUILDING PERMITS, impacts to the Temecula Valley Unified School District shall be mitigated in accordance with State Law."

Transportation

080 - Transportation. 1 Landscape Inspection Deposit Required Not Satisfied

The developer/ permit holder shall:
Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 1 Landscape Inspection Deposit Required (cont.) Not Satisfied
be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 2 Landscape Plot Plan/Permit Required Not Satisfied

The developer/ permit holder shall:

Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24" x 36"), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

- 1) Landscape and irrigation working drawings "stamped" by a California certified/registered landscape architect;
- 2) Weather-based controllers and necessary components to eliminate water waste;
- 3) A copy of the "stamped" approved grading plans; and,
- 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
- 3) Shading plans for projects that include parking lots/areas;
- 4) The use of canopy trees (24" box or greater) within the parking areas;
- 5) Landscaping plans for slopes exceeding 3 feet in height;
- 6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
- 7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department,

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 Landscape Plot Plan/Permit Required (cont.) Not Satisfied
Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 3 Landscape Project Specific Requirements Not Satisfied

The developer/ permit holder shall:

In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

- Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
- Project proponent shall design overhead irrigation with a minimum 24" offset from non-permeable surfaces, even if that surface drains into a permeable area.
- Landscaping plans shall incorporate the use of specimen (24" box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
- Project shall prepare water use calculations as outlined in Ord 859.3.
- Trees shall be hydrozoned separately.
- Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
- The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a "low" or "very low" water use designation is strongly encouraged.
- All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lesser water use plant.
- Project shall use County standard details for which the application is available in County Standard Detail Format.
- Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
- Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
- Plant species shall meet ALUC requirements, if applicable.
- Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures
- Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.
- Project shall use 50% point source irrigation type regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.
- Typical Front Yard landscaping plans (construction document level package) shall be submitted to Transportation Department for approval. Front yards shall not have turf lawns.
- Common areas and open space landscaping plans (construction document level package) shall be submitted to Transportation Department for approval.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 3 Landscape Project Specific Requirements (cont.) Not Satisfied

- The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.
- Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.

080 - Transportation. 4 RCTD - ANNEX ALL MAINTENANCE DISTRICTS Not Satisfied

Prior to issuance of a building permit, the Project shall complete all annexation/formation into all of respective maintenance districts, as approved by the County Transportation and County EDA/CSA, with approved improvement plans, and as noted or shown on the approved Maintenance Exhibit.

080 - Transportation. 5 RCTD-MAP-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

Waste Resources

080 - Waste Resources. 1 Waste Recycling Plan Not Satisfied

Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:

1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

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90. Prior to Building Final Inspection

Planning

090 - Planning. 1 Map - Entry Monumentation Plot Plan Compliance Not Satisfied

Prior to final building inspection approval of the FIRST residential dwelling, the project entry monument, and if applicable, gate/security improvements shall be installed in accordance with the approved plot plan.

090 - Planning. 2 Map - Mitigation Monitoring Not Satisfied

*The land divider, or the land divider's successor, shall prepare and submit a written report to the Riverside County Planning Director demonstrating compliance with all remaining conditions of approval and mitigation measures of this TENTATIVE MAP and E.A. No. _____. The Planning Director may require inspection or other monitoring to ensure such compliance.

090 - Planning. 3 Map - Quimby Fees (2) Not Satisfied

The land divider/permit holder shall present certification to the Riverside County Planning Department that payment of parks and recreation fees and/or dedication of land for park use in accordance with Section 10.35 of County Ordinance No. 460 has taken place. Said certification shall be obtained from the Valley-Wide Recreation and Park District.

090 - Planning. 4 Planning - Map - Concrete Driveways Not Satisfied

The land divider/permit holder shall cause all driveways to be constructed of cement concrete.

090 - Planning. 5 Planning - Map - Renewable Energy R2-CE1 Installed Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 30 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to building permit final inspection, the renewable energy system as approved with the prior condition shall be installed and ready for operation.

090 - Planning. 6 Planning - Map - Roll-Up Garage Doors Not Satisfied

All residences shall have automatic roll-up garage doors.

090 - Planning. 7 Planning - Map - Wall/Fencing Compliance Not Satisfied

Walls and fencing shall be provided throughout the subdivision in accordance with the approved final site development plans and walls/fencing plan.

Transportation

090 - Transportation. 1 Landscape Inspection and Drought Compliance Not Satisfied

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 1 Landscape Inspection and Drought Compliance (cont.) Not Satisfied
good working order. The developer/permit holder's designated landscape representative and the
Transportation Department landscape inspector shall determine compliance with this condition and
execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check
fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this
condition.

090 - Transportation. 2 Landscape Signage Required on Model Home Complexes Not Satisfied

The developer/ permit holder shall:

Prior to building permit final inspection, Model Home Complexes (MHC) shall display a sign indicating
that the home features water efficient planting and irrigation. The sign shall be displayed in the front
yard of each home and be clearly visible to the prospective home buyers.

090 - Transportation. 3 RCTD - 80% COMPLETION Not Satisfied

Occupancy releases will not be issued to Building and Safety for any lot exceeding 80% of the total
recorded residential lots within any map or phase of map prior to completion of the following
improvements:

- Primary and Alternate (secondary) access roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions.
- Interior roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions. All curbs, gutters, sidewalks and driveway approaches shall be installed. The final lift of Asphalt Concrete on interior streets shall be placed prior to the release of the final 20% of homes or the production models or at any time when construction of new homes within the development has stopped. The Project shall be required to cap pave in front of occupied homes up to the nearest capped street within the tract boundary. The subdivision will remain responsible for the maintenance of these facilities until all improvements within the tract boundary shall be completed and accepted into the County maintained system.
- Storm drains and flood control facilities shall be completed according to the improvement plans and as noted elsewhere in these conditions. Written confirmation of acceptance for use by the Flood Control District, if applicable, is required.
- Water system, including fire hydrants, shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All water valves shall be raised to pavement finished grade. Written confirmation of acceptance from water purveyor is required.
- Sewer system shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All sewer manholes shall be raised to pavement finished grade.
- Written confirmation of acceptance from sewer purveyor is required.
- Landscaping and irrigation, water and electrical systems shall be installed and operational in accordance with County Ordinance 461 and 859.

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 3 RCTD - 80% COMPLETION (cont.) Not Satisfied

090 - Transportation. 4 RCTD - FEE PAYMENT Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

- All Transportation Uniform Mitigation Fees (TUMF)
- All Fees for Zone 'D' of the Southwest Road and Bridge Benefit District for a project.

090 - Transportation. 5 RCTD - LANDSCAPING Not Satisfied

The project proponent shall comply in accordance with landscaping requirements within public road rights-of-way, (or within easements adjacent to the public rights-of-way), in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859.

Landscaping shall be improved within Benton Road, Pourroy Road, San Remo Drive, and at Benton Road and San Remo Drive private Entry Streets.

090 - Transportation. 6 RCTD - UTILITY INSTALL Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 7 RCTD-MAP-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department Business Storm Water Compliance Program Section.

Waste Resources

090 - Waste Resources. 1 Waste Reporting Form and Receipts Not Satisfied

Prior to final building inspection, evidence (i.e., waste reporting form along with receipts or other types of verification) to demonstrate project compliance with the approved Waste Recycling Plan (WRP) shall be presented by the project proponent to the Planning Division of the Riverside County Department of Waste Resources. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.



RIVERSIDE COUNTY PLANNING DEPARTMENT

*Charissa Leach, P.E.
Assistant TLMA Director*

DEVELOPMENT ADVISORY COMMITTEE (“DAC”) INITIAL CASE TRANSMITTAL RIVERSIDE COUNTY PLANNING DEPARTMENT – RIVERSIDE PO Box 1409 Riverside, 92502-1409

DATE: May 9, 2019

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riverside County Flood Control
Riv. Co. Fire Department (Riv. Office)
Riv. Co. Building & Safety – Grading
Riv. Co. Building & Safety – Plan Check
Riv. Co. Regional Parks & Open Space
P.D. Environmental Programs Division
P.D. Geology Section

Riv. Co. Trans. Dept. – Landscape Section
P.D. Archaeology Section
Riv. Co. Sheriff’s Dept.
Riv. Co. Waste Resources Management Dept.
Riv. Co. Airport Land Use Commission
Board of Supervisors - Supervisor: Washington
Planning Commissioner: Ruthanne Taylor-Berger
City of Temecula Sphere of Influence

Temecula Valley Unified School District
Eastern Municipal Water District (EMWD)
Southern California Edison Co. (SCE)
Southern California Gas Co.
CALTRANS District # 8
South Coast Air Quality Management District
California Council For The Blind

SPECIFIC PLAN NO. 286 AMENDMENT 7 / CHANGE OF ZONE NO. 1900017 / TENTATIVE TRACT MAP NO. 37715 – CEQ190044 – Applicant: MLC Holdings, Matt Maehara – Engineer/Representative: Huitt-Zollars, Steven Cook – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Community Development: Commercial Retail (CD: CR) and Community Development: Very High Density Residential (CD: VHDR) – Location: North of Benton Road, South of San Remo Drive, East of Winchester Road, and West of Pourroy Road – 16.6 Acres - Zoning: Specific Plan - **REQUEST: Specific Plan No. 286 A7 proposes to amend the Land Use Designations, re-allocate units, increase the total number of units in the Specific Plan and re-configure the boundaries and acreages of Planning Areas 40 and 41. **Change of Zone No. 1900017** proposes to modify the Specific Plan Zone Ordinance text and Change of Zone Map to reflect the re-configuration of Planning Area boundaries and acreages, minimum lot size requirements, permitted uses, and other development standards for Planning Area 40. **Tentative Tract Map No. 37715** proposes to subdivide one (1) 16.6 acre lot into 145 residential lots with a minimum lot size of 2,700 square feet and a density of 8.72 dwelling units per acre. - Schedule A. APN: 963-100-008 – Concurrent Cases: N/A – **BBID: 206-684-503****

DATE: _____

SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.



RIVERSIDE COUNTY PLANNING DEPARTMENT

*Charissa Leach, P.E.
Assistant TLMA Director*

DAC staff members and other listed Riverside County Agencies, Departments and Districts staff:
A Bluebeam invitation has been emailed to appropriate staff members so they can view and markup the map(s) and/or exhibit(s) for the above-described project. Please have your markups completed and draft conditions in the Public Land Use System (PLUS) on or before the indicated DAC date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and DENY the PLUS routing on or before the above date. This case is scheduled for a **DAC meeting on May 30, 2019**. Once the route is complete, and the approval screen is approved with or without corrections, the project can be scheduled for a public hearing.

Any questions regarding this project, should be directed to Deborah Bradford, Project Planner at (951) 955-6646, or e-mail at dbradfor@rivco.org / MAILSTOP #: 1070

Public Hearing Path: Administrative Action: DH: PC: BOS:

COMMENTS:

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

February 20, 2020

CHAIR

Steve Manos
Lake Elsinore

Ms. Deborah Bradford, Contract Planner

VICE CHAIR

Russell Betts
Desert Hot Springs

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

COMMISSIONERS

(VIA HAND DELIVERY)

Arthur Butler
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

John Lyon
Riverside

File No.: ZAP1094FV19
Related File Nos.: GPA190013 (General Plan Amendment), SP00286A07 (Specific Plan Amendment), CZ1900008 (Change of Zone), TTM37715 (Tentative Tract Map)

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

APNs: 963-100-008.

Gary Youmans
Temecula

Dear Ms. Bradford:

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

On February 13, 2020, the Riverside County Airport Land Use Commission (ALUC) found Riverside County Case No. GPA190013 (General Plan Amendment), a proposal to amend the General Plan (Southwest Area Plan) land use designation of 16.63 acres located at the northwest corner of Benton Road and Pourroy Road, southerly of San Remo, in the unincorporated community of French Valley from VHDR (Very High Density Residential – 14 to 20 dwelling units per acre) and CR (Commercial Retail) to HDR (High Density Residential – 8 to 14 dwelling units per acre), **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

On February 13, 2020, the Riverside County Airport Land Use Commission (ALUC) found Riverside County Case Nos. SP00286A07 (Specific Plan Amendment), a proposal to modify the land use designations, boundaries, and descriptions of Planning Areas 40 and 41 of Specific Plan No. 286 (Winchester 1800), **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011. The amendment affects 34.5 acres located northerly of Benton Road and westerly of Pourroy Road and would: (1) reconfigure the boundaries between Planning Areas 40 and 41; (2) increase the acreage of Planning Area 40 from 9.3 to 16.6 acres, amend its designation from CR to HDR, and provide for the development of 145 dwelling units therein; and (3) decrease the acreage of Planning Area 41 from 22.6 to 17.9 acres, amend its designation from VHDR to HDR, and reduce its dwelling unit allocation from 339 to 204 (with the 135-unit difference re-allocated to Planning Area 40). The combined net effect is to eliminate 9.3 acres of Commercial Retail and increase the residential dwelling unit count in Specific Plan No. 286 from 4,720 to 4,730.

www.rcaluc.org

On February 13, 2020, the Riverside County Airport Land Use Commission (ALUC) found Riverside County Case No. CZ1900008 (Change of Zone/Ordinance Amendment), a proposal to amend the SP (Specific Plan) ordinance for Specific Plan No. 286 regarding allowable land uses within Planning Area 40 and the development standards therefor, **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

On February 13, 2020, the Riverside County Airport Land Use Commission (ALUC), found Riverside County Case No. TTM37715 (Tentative Tract Map No. 37715), a proposal to divide 16.63 acres located at the northwest corner of Benton Road and Pourroy Road, southerly of San Remo, in the unincorporated community of French Valley into 145 single-family residential lots with a minimum lot size of 2,720 square feet, plus two lots less than one-quarter acre in size each for water quality basins, **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, subject to the following conditions:

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final tract map, if an ECS is otherwise required.
4. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce seeds, fruits, or berries.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

5. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-14925-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
6. The proposed dwellings shall not exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,419 feet above mean sea level.
7. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
8. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 40 feet in height and a maximum elevation of 1,419 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

Supporting documentation, including a wildlife hazard study prepared by LSA Associates, was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas, click 02-13-20 Agenda, Bookmark Agenda Item 2.3.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity

cc: Matt Maehara, MLC Holdings, Inc. (applicant)
Lance Retuya, T & B Planning (representative)
Carl Rheingans (landowner)
Vincent Yzaguirre, Assistant Director, Riverside County Economic Development Agency
Liliana Valle, County Airports Manager
ALUC Case File

Y:\AIRPORT CASE FILES\French Valley\ZAP1094FV19\ZAP1094FV19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

October 7, 2019

RE: Native American SB18 Consultation request for **Specific Plan No. SP00286A07**

Dear Chairperson,

The County of Riverside requests your participation in the review of **Specific Plan No. SP00286A07**. This project is subject to Section 65352.3 of the Government Code (Senate Bill 18 [2004]).

SPECIFIC PLAN NO. 286 AMENDMENT 7 / CHANGE OF ZONE NO. 1900017 / TENTATIVE TRACT MAP NO. 37715 – CEQ190044 – Applicant: MLC Holdings, Matt Maehara – Engineer/Representative: Huitt-Zollars, Steven Cook – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Community Development: Commercial Retail (CD: CR) and Community Development: Very High Density Residential (CD: VHDR) – Location: North of Benton Road, South of San Remo Drive, East of Winchester Road, and West of Pourroy Road – 16.6 Acres - Zoning: Specific Plan - **REQUEST: Specific Plan No. 286 A7** proposes to amend the Land Use Designations, re-allocate units, increase the total number of units in the Specific Plan and re-configure the boundaries and acreages of Planning Areas 40 and 41. **Change of Zone No. 1900017** proposes to modify the Specific Plan Zone Ordinance text and Change of Zone Map to reflect the re-configuration of Planning Area boundaries and acreages, minimum lot size requirements, permitted uses, and other development standards for Planning Area 40. **Tentative Tract Map No. 37715** proposes to subdivide one (1) 16.6 acre lot into 145 residential lots with a minimum lot size of 2,700 square feet and a density of 8.72 dwelling units per acre. - Schedule A. APN: 963-100-008 – Concurrent Cases: N/A -

Any information you have regarding cultural places will be kept strictly confidential and will not be divulged to the public.

Riverside County feels that your assistance is vital to the preservation and conservation of ancestral tribal sites during the current growth that the County is experiencing. It is the desire of Riverside County to protect the past and our collective heritage as we proceed towards the future. Please forward any comments or requests for meetings concerning this project to David Jones at 951-955-6863 or email at djones@rivco.org and CC: vslopez@rivco.org no later than 90 days after receiving this letter.

Sincerely,
Riverside County Planning Department

Dave Jones, Chief Engineering Geologist
PLANNING DEPARTMENT
Attachments: USGS map
Email CC: dbradford@rivco.org

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

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Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555



MEMORANDUM

To: Russell Brady
County of Riverside

From: Joel Morse

Re: **SP286 A-7 (PLANNING AREA 40) – HIGHWAY 79 POLICY CONSISTENCY**

Date: August 6, 2019

Highway 79 Policy Consistency

Specific Plan 286 A-7 is located within the Highway 79 Policy Area of the Southwest Area Plan (SWAP Policy 9.2). This Policy calls for the reduction of units shown in a Specific Plan by 9%, at the time each implementing project (TM or Plot Plan) within the Specific Plan is considered by the County. This Memorandum establishes the consistency of Planning Area 40 with the Highway 79 Policy, as proposed by SP 286 A-7 (TM 37715).

Specific Plan 286 A-7 proposes to modify the approved Land Use Designation of Planning Area 40 from "Commercial Retail (CR)" to "High Density Residential (HDR)" for the development of 145 single-family homes, utilizing 145 "surplus" units from PA 41. Further, Amendment #7 would revise the acreage of PA 41, reduce the number of units in PA 41 to 204, and modify the Land Use Designation from "Very High Density Residential (VHDR)" to "Highest Density Residential (HDR)."

Under the approved Specific Plan 286 A-6, Planning Area 41 is 22.6 acres in size, designated Very High Density Residential (VHDR 14-20 du/ac), with a target unit count of 339, and a density of 15.0 du/ac. Under the Highway 79 Policy, the permitted number of units is calculated using the County established mid-point for the approved designation. In the case of PA 41, VHDR (14-20 du/ac), has an established mid-point of 15.47 du/ac: and the calculation (22.6 acres x 15.47 du/ac) yields 349 units permitted under the Highway 79 Policy. However, PA 41 has been subdivided by TM 31007, and has been developed with only 204 multi-family units. Therefore, application of the Highway 79 Policy to PA 41 as approved, would allow 349 units; 145 more units than developed on PA 41. Since only 204 units have been developed in PA 41, a "surplus" of 145 units exists.

Specific Plan 286 A-7 would reallocate all of these 145 "surplus" units from Planning Area 41 to Planning Area 40, consistent with the Highway 79 Policy.

Planning Area 40 – 17 "Surplus" Commercial Conversion Units

The 2015 County General Plan Circulation Element includes an assumption that 60% of land designated "Commercial" would be converted to Residential uses over time. The conversion from commercial acreage to residential units is calculated at the County established Highway 79 Policy mid-point for the Medium Density Residential Designation (MDR, 2-5 du/ac) of 3.19 du/ac. The conversion formula is: Commercial Acreage x 60% x mid-point (3.19). Therefore, the conversion of 9.3 acres of Commercial to Residential within Planning Area 40 would generate 17 "surplus" units under the Highway 79 Policy. Planning Area 40 is proposing to utilize 145 "surplus" units from PA 41 for TM 37715; the units that would be "generated" by the conversion of PA 40 from the Commercial Retail Land Use Designation to Residential, will not be used, and would themselves become "surplus".





RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN

SECTIONS I, II, AND VI BELOW MUST BE COMPLETED FOR ANY AMENDMENT TO THE AREA PLAN MAPS OF THE GENERAL PLAN.

FOR OTHER TYPES OF AMENDMENTS, PLEASE CONSULT PLANNING DEPARTMENT STAFF FOR ASSISTANCE PRIOR TO COMPLETING THE APPLICATION.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CHECK ONE AS APPROPRIATE:

- GENERAL (WITHOUT SPECIFIC PLAN)
 GENERAL (WITH SPECIFIC PLAN)

CIRCULATION SECTION

I. GENERAL INFORMATION

APPLICATION INFORMATION

Applicant Name: MLC Holdings, Inc.

Contact Person: Aaron Talarico E-Mail: aaron.talarico@mlcholdings.net

Mailing Address: 5 Peters Canyon Road, Suite 310
Irvine CA 92606
City State ZIP

Daytime Phone No: (949) 372-3309 Fax No: ()

Engineer/Representative Name: Huitt-Zollars

Contact Person: Steven M. Cook E-Mail: scook@huitt-zollars.com

Mailing Address: 2603 Main Street #400
Irvine CA 92614
City State ZIP

Daytime Phone No: (949) 988-5815 Fax No: ()

Property Owner Name: Carl Joseph Rheingans, Trustee of the Helen C. Rheingans Family Bequest Trust dated December 17, 1990

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555

"Planning Our Future... Preserving Our Past"

APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN

Contact Person: Carl Joseph Rheingans E-Mail: brheingans@verizon.net

Mailing Address: P.O. Box 99
Winchester ^{Street} CA 92596
_{City State ZIP}

Daytime Phone No: (____) _____ Fax No: (____) _____

Check this box if additional persons or entities have an ownership interest in the subject property(ies) in addition to that indicated above; and attach a separate sheet that references the General Plan Amendment type and number and list those names, mailing addresses, phone and fax numbers, and email addresses; and provide signatures of those persons or entities having an interest in the real property(ies) involved in this application.

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent, and that the information filed is true and correct to the best of my knowledge, and in accordance with Govt. Code Section 65105, acknowledge that in the performance of their functions, planning agency personnel may enter upon any land and make examinations and surveys, provided that the entries, examinations, and surveys do not interfere with the use of the land by those persons lawfully entitled to the possession thereof.

(If an authorized agent signs, the agent must submit a letter signed by the owner(s) indicating authority to sign on the owner(s)'s behalf, and if this application is submitted electronically, the "wet-signed" signatures must be submitted to the Planning Department after submittal but before the General Plan Amendment is ready for public hearing.)

Carl Joseph Rheingans TTE [Signature] TTE
_{PRINTED NAME OF PROPERTY OWNER(S) SIGNATURE OF PROPERTY OWNER(S)}

_{PRINTED NAME OF PROPERTY OWNER(S) SIGNATURE OF PROPERTY OWNER(S)}

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be **NO** refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 963-100-008

Approximate Gross Acreage: 31.9 acres

General location (nearby or cross streets): North of Benton Road, South of San Remo Road, East of Winchester Road, West of Pourroy Road.

Existing Zoning Classification(s): Specific Plan 286 (SP Zone)

Existing Land Use Designation(s): PA 40 - Commercial Retail, PA 41 - Very High Density Residential

Check the box(es) as applicable:

- Technical Amendment
- Entitlement/Policy Amendment
- Foundation Component Amendment-Regular
- Foundation Component Amendment-Extraordinary
- Agricultural Foundation Component Amendment

Proposal (describe the details of the proposed General Plan Amendment):

The Proposed General Plan Amendment would modify the General Plan Land Use Designations of Planning Areas 40 and 41 of SP286A7 from "VHDR" and "Commercial Retail" to "HDR" to allow for the development of 145 dwelling units on 16.6 acres in lieu of commercial uses and to conform to the boundaries of approved Tentative Tract Map No. 31007.

Related cases filed in conjunction with this request:

Specific Plan Amendment (SP 286A7), Change of Zone (CZ1900017) & Tentative Tract Map (TTM No. 37715)

Is there previous development application(s) filed on the same site: Yes No

If yes, provide Application No(s). _____
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) _____ EIR No. (if applicable): CEQ190044

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide signed copy(ies): Traffic, Cultural, Noise, Geotechnical, Phase 1 ESA, Air Quality/GHG, Energy, and WQMP

APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN

Name of Company or District serving the area the project site is located (if none, write "none.")	Are facilities/services available at the project site?	Yes No	
		Electric Company	Southern California Gas Company
Gas Company	Southern California Gas Company		✓
Telephone Company	Frontier Communications		✓
Water Company/District	Eastern Municipal Water District		✓
Sewer District	Eastern Municipal Water District		✓

If the project located within either the Santa Ana River/San Jacinto Valley watershed, the Santa Margarita River watershed, or the Whitewater River watershed, check the appropriate checkbox below.

If not known, please refer to Riverside County's Map My County website to determine if the property is located within any of these watersheds (search for the subject property's Assessor's Parcel Number, then select the "Geographic" Map Layer – then select the "Watershed" sub-layer)

If any of the checkboxes are checked, click on the adjacent hyperlink to open the applicable Checklist Form. Complete the form and attach a copy as part of this application submittal package.

- Santa Ana River/San Jacinto Valley
- Santa Margarita River
- Whitewater River

If the applicable Checklist has concluded that the application requires a preliminary project-specific Water Quality Management Plan (WQMP), such a plan shall be prepared and included with the submittal of this application.

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5 requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted as complete without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that:

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. Please list the location of the hazardous waste site(s) on an attached sheet.

Owner/Representative (1) Carl Jones Date 10/9/19
 Owner/Representative (2) _____ Date _____



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

APPLICATION FOR SPECIFIC PLAN LAND USE

CHECK ONE AS APPROPRIATE:

SPECIFIC PLAN

SPECIFIC PLAN AMENDMENT

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

SP00286A07

APPLICATION INFORMATION

Applicant Name: MLC Holdings

Contact Person: Matt Maehara

E-Mail: matt.maehara@mlcholdings.net

Mailing Address: 5 Peters Canyon Road, Suite 310

Irvine CA 92606
City State ZIP

Daytime Phone No: (949) 372-3310

Fax No: () _____

Engineer/Representative Name: Huitt-Zollars

Contact Person: Steven M. Cook

E-Mail: scook@huitt-zollars.com

Mailing Address: 2603 Main Street, Suite 400

Irvine CA 92614
City State ZIP

Daytime Phone No: (949) 988-5815

Fax No: () _____

Property Owner Name: Carl Joseph Rheingans, Trustee of the Helen C. Rheingans Family Bequest Trust dated December 17, 1990

Contact Person: Carl Joseph Rheingans

E-Mail: brheingans@verizon.net

Mailing Address: P.O. Box 99

Winchester CA 92596
City State ZIP

Daytime Phone No: (949) 988-5815

Fax No: () _____

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P.O. Box 1409, Riverside, California 92502-1409
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Palm Desert, California 92211
(760) 863-8277 • Fax (760) 863-7555

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APPLICATION FOR SPECIFIC PLAN LAND USE

Check this box if additional persons or entities have an ownership interest in the subject property(ies) in addition to that indicated above; and attach a separate sheet that references the application type and number and list those names, mailing addresses, phone and fax numbers, and email addresses; and provide signatures of those persons or entities having an interest in the real property(ies) involved in this application.

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent, and that the information filed is true and correct to the best of my knowledge, and in accordance with Govt. Code Section 65105, acknowledge that in the performance of their functions, planning agency personnel may enter upon any land and make examinations and surveys, provided that the entries, examinations, and surveys do not interfere with the use of the land by those persons lawfully entitled to the possession thereof.

(If an authorized agent signs, the agent must submit a letter signed by the owner(s) indicating authority to sign on the owner(s)'s behalf, and if this application is submitted electronically, the "wet-signed" signatures must be submitted to the Planning Department after submittal but before the specific plan is ready for public hearing.)

All signatures must be originals ("wet-signed"). Photocopies of signatures are not acceptable.

 <u>PRINTED NAME OF PROPERTY OWNER(S)</u>	 <u>SIGNATURE OF PROPERTY OWNER(S)</u>
<hr/> <u>PRINTED NAME OF PROPERTY OWNER(S)</u>	<hr/> <u>SIGNATURE OF PROPERTY OWNER(S)</u>

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be **NO** refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 963-100-008

Approximate Gross Acreage: 16.6

General location (nearby or cross streets): North of Benton Road, South of San Remo Drive, East of Winchester Road/SR-79, West of Pourroy Road.

APPLICATION FOR SPECIFIC PLAN LAND USE

Provide a listing of the **proposed** Land Use designations (using the established County General Plan Designations) to include the following:

1. Residential uses by product type, with proposed acreage number of units;
2. Commercial uses with proposed acreage and total square footage;
3. Industrial uses with proposed acreage and total square footage;
4. Mixed uses with proposed acreage and total square footage;
5. Open Space with proposed acreage;
6. Active Recreational Areas/Uses with proposed acreage;
7. Public Facilities with proposed acreage.

<u>LAND USE</u>	<u>ACREAGE</u>	<u>NUMBER OF UNITS OR SQ. FT. OF COMMERCIAL/ INDUSTRIAL USES</u>
PA 40 - High Density Residential (HDR)	16.6	145 Single-Family Homes
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Provide a brief description/narrative of the project (not to exceed 10 pages) that will be used to help prepare the initial CEQA document. Staff may request additional information pursuant to CEQA procedures if required to complete the environmental assessment.

This completed application form, together with all of the listed requirements provided on the Specific Plan Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\295-1057 SP Condensed Application.docx
 Created: 06/19/2015 Revised: 07/30/2018

TTM 37715



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- TENTATIVE TRACT MAP
- REVERSION TO ACREAGE
- AMENDMENT TO FINAL MAP

- TENTATIVE PARCEL MAP
- EXPIRED RECORDABLE MAP
- VESTING MAP

MINOR CHANGE

Original Case No. _____

REVISED MAP

Original Case No. _____

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

Applicant Name: MLC Holdings

Contact Person: Matt Maehara

E-Mail: matt.maehara@mlcholdings.net

Mailing Address: 5 Peters Canyon Road, Suite 310

<u>Irvine</u>	<small>Street</small> <u>CA</u>	<u>92606</u>
<small>City</small>	<small>State</small>	<small>ZIP</small>

Daytime Phone No: (949) 372 - 3309

Fax No: (_____) _____

Engineer/Representative Name: Huitt-Zollars

Contact Person: Steven Cook

E-Mail: scook@huitt-zollars.com

Mailing Address: 2603 Main Street #400

<u>Irvine</u>	<small>Street</small> <u>CA</u>	<u>92614</u>
<small>City</small>	<small>State</small>	<small>ZIP</small>

Daytime Phone No: (949) 988 - 5815

Fax No: (_____) _____

Property Owner Name: Carl Joseph Rheingans, Trustee of the Helen C. Rheingans Family Bequest Trust dated December 17, 1990

Contact Person: Carl Joseph Rheingans

E-Mail: brheingans@verizon.net

Mailing Address: P.O. Box 99

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

Desert Office · 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555

"Planning Our Future... Preserving Our Past"

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

Winchester
City

Street
CA
State

92596
ZIP

Daytime Phone No: (951) 926 - 1888

Fax No: ()

Check this box if additional persons or entities have an ownership interest in the subject property(ies) in addition to that indicated above; and attach a separate sheet that references the subdivision type and number and list those names, mailing addresses, phone and fax numbers, and email addresses; and provide signatures of those persons or entities having an interest in the real property(ies) involved in this application.

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent, and that the information filed is true and correct to the best of my knowledge, and in accordance with Govt. Code Section 65105, acknowledge that in the performance of their functions, planning agency personnel may enter upon any land and make examinations and surveys, provided that the entries, examinations, and surveys do not interfere with the use of the land by those persons lawfully entitled to the possession thereof.

(If an authorized agent signs, the agent must submit a letter signed by the owner(s) indicating authority to sign on the owner(s)'s behalf, and if this application is submitted electronically, the "wet-signed" signatures must be submitted to the Planning Department after submittal but before the subdivision is ready for public hearing.)

Carl Rheingans TE
PRINTED NAME OF PROPERTY OWNER(S)

[Signature]
SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be **NO** refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 963-100-008

Approximate Gross Acreage: 16.63

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

General location (cross streets, etc.): North of Benton Road, South of San Remo Drive, East of Winchester Road, SR-79, West of Pourroy Road.

SUBDIVISION PROPOSAL:

Map Schedule: A Minimum Developable Lot Size: 2700 SF
Number of existing lots: 1 Number of proposed developable lots: 145
Planned Unit Development (PUD): Yes No Vesting Map: Yes No
Number of proposed non-developable lots (excluding streets): 2 Subdivision Density: 8.72 dwelling units per acre.

Is there previous development application(s) filed on the same site: Yes No

If yes, provide Application No(s). _____
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) _____ EIR No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide signed copy(ies): Geotechnical Report, Phase I Report, WQMP

If the project located within either the Santa Ana River/San Jacinto Valley watershed, the Santa Margarita River watershed, or the Whitewater River watershed, check the appropriate checkbox below.

If not known, please refer to [Riverside County's Map My County website](#) to determine if the property is located within any of these watersheds (search for the subject property's Assessor's Parcel Number, then select the "Geographic" Map Layer – then select the "Watershed" sub-layer)

If any of the checkboxes are checked, click on the adjacent hyperlink to open the applicable Checklist Form. Complete the form and attach a copy as part of this application submittal package.

- [Santa Ana River/San Jacinto Valley](#)
- [Santa Margarita River](#)
- [Whitewater River](#)

If the applicable Checklist has concluded that the application requires a preliminary project-specific Water Quality Management Plan (WQMP), such a plan shall be prepared and included with the submittal of this application.

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

HAZARDOUS WASTE AND SUBSTANCES STATEMENT

The development project and any alternatives proposed in this application are contained on the lists compiled pursuant to [Section 65962.5](#) of the Government Code. Accordingly, the project applicant is required to submit a signed statement that contains the following information:

Name of Applicant: Matt Maehara

Address: 5 Peters Canyon Road, Suite 310, Irvine, CA 92606

Phone number: (949) 372-3310

Address of site (street name and number if available, and ZIP Code): Benton Road, 92596

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: 929/D1 (2008) , APN: 963-100-008

Specify any list pursuant to Section 65962.5 of the Government

Code: Regulatory Identification number:

Date of list:

Applicant: MATT MAEHARA Date 7/23/19

This completed application form, together with all of the listed requirements provided on the Subdivision Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\Subdivision Condensed Application.docx
Created: 04/08/15 Revised: 08/03/18



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

APPLICATION FOR CHANGE OF ZONE

CHECK ONE AS APPROPRIATE:

Standard Change of Zone

There are three different situations where a Planning Review Only Change of Zone will be accepted:

- Type 1:** Used to legally define the boundaries of one or more Planning Areas within a Specific Plan.
- Type 2:** Used to establish or change a SP zoning ordinance text within a Specific Plan.
- Type 3:** Used when a Change of Zone application was conditioned for in a prior application.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

Applicant Name: MLC Holdings

Contact Person: Matt Maehara E-Mail: matt.maehara@mlcholdings.net

Mailing Address: 5 Peters Canyon Road, Suite 310
Street
Irvine CA 92606
City State ZIP

Daytime Phone No: (949) 372-3310 Fax No: ()

Engineer/Representative Name: Huitt-Zollars

Contact Person: Steven M. Cook E-Mail: scook@huitt-zollars.com

Mailing Address: 2603 Main Street #400
Street
Irvine CA 92614
City State ZIP

Daytime Phone No: (949) 988-5815 Fax No: ()

Property Owner Name: Carl Joseph Rheingans, Trustee of the Helen C. Rheingans Family Bequest Trust dated December 17, 1990

Contact Person: Carl Joseph Rheingans E-Mail: brheingans@verizon.net

Mailing Address: P.O. Box 99
Street

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

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APPLICATION FOR CHANGE OF ZONE

Winchester
City

CA
State

92596
ZIP

Check this box if additional persons or entities have an ownership interest in the subject property(ies) in addition to that indicated above; and attach a separate sheet that references the property address and/or assessor's parcel number and list those names, mailing addresses, phone and fax numbers, and email addresses; and provide signatures of those persons or entities having an interest in the real property(ies) involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be **NO** refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent, and that the information filed is true and correct to the best of my knowledge, and in accordance with Govt. Code Section 65105, acknowledge that in the performance of their functions, planning agency personnel may enter upon any land and make examinations and surveys, provided that the entries, examinations, and surveys do not interfere with the use of the land by those persons lawfully entitled to the possession thereof.

(If an authorized agent signs, the agent must submit a letter signed by the owner(s) indicating authority to sign on the owner(s)'s behalf, and if this application is submitted electronically, the "wet-signed" signatures must be submitted to the Planning Department after submittal but before the subdivision is ready for public hearing.)

Carl Rheingans TE
PRINTED NAME OF PROPERTY OWNER(S)

[Signature]
SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 963-100-008

Approximate Gross Acreage: 16.6

General location (nearby or cross streets): North of Benton Road, South of _____

APPLICATION FOR CHANGE OF ZONE

San Remo Drive _____, East of Winchester Road, SR-79, West of Pourroy Road

Proposal (describe the zone change, indicate the existing and proposed zoning classifications. If within a Specific Plan, indicate the affected Planning Areas):

Revise the Specific Plan Zoning Ordinance text and Change of Zone Plot Map to reflect the re-configuration of Planning Area boundaries and acreages, minimum lot size requirements, permitted uses, and other development standards for Planning Areas 40.

Related cases filed in conjunction with this request:

Specific Plan Amendment (SP 286A7) & Tentative Tract Map (TTM No. 37715)

This completed application form, together with all of the listed requirements provided on the Change of Zone Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\295-1071 CZ Condensed Application.docx
Created: 07/06/2015 Revised: 07/30/2018



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.,
Assistant TLMA Director

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

The owner(s) of the property, at their own expense, agree to defend, indemnify and hold harmless the County of Riverside and its agents, officers, and employees from and against any lawsuit, claim, action, or proceeding (collectively referred to as "proceeding") brought against the County of Riverside, its agents, officers, attorneys and employees to attack, set aside, void, or annul the County's decision to approve any tentative map (tract or parcel), revised map, map minor change, reversion to acreage, conditional use permit, public use permit, surface mining permit, WECS permit, hazardous waste siting permit, temporary outdoor event permit, plot plan, substantial conformance, revised permit, variance, setback adjustment, general plan amendment, specific plan, specific plan amendment, specific plan substantial conformance, zoning amendments, and any associated environmental documents. This defense and indemnification obligation shall include, but not limited to, damages, fees and/or costs awarded against the County, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, property owner, the County, and/or the parties initiating or bringing such proceeding.

Carl Rheingans Carl Rheingans 4/22/19
Property Owner(s) Signature(s) and Date

CARL JOSEPH RHEINGANS
Printed Name of Owner

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets of this page, if necessary.

If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:

- *If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.*
- *If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.*
- *If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.*
- *If the property owner is a trust, provide a copy of the trust certificate.*

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Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

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INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

- *If the property owner is a Limited Liability Corporation, provide a copy of the operating agreement for the LLC documenting who has authority to bind the LLC and to sign on its behalf.*

If the signing entity is also a corporate entity, Limited Liability Company, partnership or trust, the above documentation must also be submitted with this application. For any out of State legal entities, provide documentation showing registration with the California Secretary of State.

In addition to the above, provide a copy of a Preliminary Title Report for the property subject to this application. The Preliminary Title Report must be issued by a title company licensed to conduct business in the State of California and dated less than six months prior to the date of submittal of this application. The Assistant TLMA Director may waive the requirement for a Preliminary Title Report if it can be shown to the satisfaction of the Assistant TLMA Director that the property owner(s) has owned the property consistently for at least the last five years.

If the application is for a plot plan for a Wireless Communication Facility, the property owner(s) and the cellular service provider must sign the indemnification paragraph above. If the application is for a plot plan for a wireless communication co-location, only the co-locating service provider needs to sign the indemnification paragraph above.

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on March 25, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers CZ1900017 / GPA190013 / SP286A7 / TTM37715 for

Company or Individual's Name RCIT - GIS,

Distance buffered 600'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

TITLE: GIS Analyst

ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

NOTICE OF PUBLIC HEARING
and
**INTENT TO CONSIDER AN ADDENDUM TO AN
ENVIRONMENTAL IMPACT REPORT (EIR)**

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider a proposed project in the vicinity of your property, as described below:

GENERAL PLAN AMENDMENT NO. 190013, SPECIFIC PLAN NO. 286 AMENDMENT NO. 7, CHANGE OF ZONE NO. 1900017, and TENTATIVE TRACT MAP NO. 37715 – Intent to Consider an Addendum to Environmental Impact Report (EIR) No. 374 – CEQ1900440 – Applicant: MLC Holdings/Matt Maehara – Engineer/Representative: Huitt-Zollars/Steven Cook – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Community Development: Commercial Retail (CD-CR) – Community Development: Very High Density Residential (CD-VHDR) – Location: Northerly of Benton Road, southerly of San Remo Drive, easterly of Winchester Road, and westerly of Pourroy Road – 16.6 Acres – Zoning: Specific Plan – **REQUEST: General Plan Amendment No. 190013** is a proposal to modify the General Plan Land Use Designation of the project site from Community Development: Commercial Retail (CD-CR) to Community Development: High Density Residential (CD-HDR) and from Community Development: Very High Density Residential (CD-VHDR) to Community Development: High Density Residential (CD-HDR). **Specific Plan No. 286A7** is a proposal to amend the Land Use designation for Planning Area 40 from Commercial Retail to High Density Residential and for Planning Area 41 from Very High Density Residential to High Density Residential, re-configure the boundaries and acreages of Planning Areas 40 and 41, re-allocate the unused units from Planning Area 41 to Planning Area 40. The total number of units proposed for Planning Area 40 and the overall Specific Plan remains consistent with the overall development of the Specific Plan and actually represents a reduced development intensity than what was originally evaluated in EIR No. 374. **Change of Zone No. 1900017** proposes to modify the Specific Plan Zone Ordinance text and Change of Zone Map to reflect the re-configuration of Planning Area boundaries and acreages, and modify the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40. **Tentative Tract Map No. 37715** a Scheduled “A” Map proposes to subdivide one (1) 16.6 acre lot into 141 residential lots with a minimum lot size of 2,700 sq. ft. and a density of 8.75 dwelling units per acre. Access into the subdivision will be provided from San Remo Drive and Benton Road. Two (2) detention basins will be provided within the Project site one located along the northwestern corner of the project site and the other to the east of the main entrance along Benton Road.

TIME OF HEARING: 9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING: **JULY 15, 2020**
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
BOARD CHAMBERS, 1ST FLOOR
4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, shown above. Public access will be limited to comply with the Executive Order. Information on how to participate in the hearing is available on the Planning Department website at: <https://planning.rctlma.org/>. For further information regarding this project, please contact Project Planner Deborah Bradford at (951) 955-6646 or email at dbradfor@rivco.org, or go to the County Planning Department’s Planning Commission agenda web page at <http://planning.rctlma.org/PublicHearings.aspx>.

The Riverside County Planning Department has determined that the above-described project will not have a significant effect on the environment and has recommended certification of an addendum to an EIR. The Planning Commission will consider the proposed project, and the proposed addendum, at the public hearing. The case file for the proposed project, and the addendum to the EIR, may be viewed Monday through Friday, 8:00 a.m. to 5:00 p.m., at the Riverside County Planning Department, 4080 Lemon Street 12th Floor, Riverside, CA 92501. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may do so in writing between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Commission, and the Planning Commission will consider such comments, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received during or after the meeting will be distributed to the Planning Commission and retained for the official record.

If this project is challenged in court, the issues may be limited to those raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Be advised that as a result of public hearings and comment, the Planning Commission may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to: RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Deborah Bradford, P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on March 25, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers CZ1900017 / GPA190013 / SP286A7 / TTM37715 for

Company or Individual's Name RCIT - GIS,

Distance buffered 600'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

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TITLE: GIS Analyst

ADDRESS: 4080 Lemon Street 9TH Floor

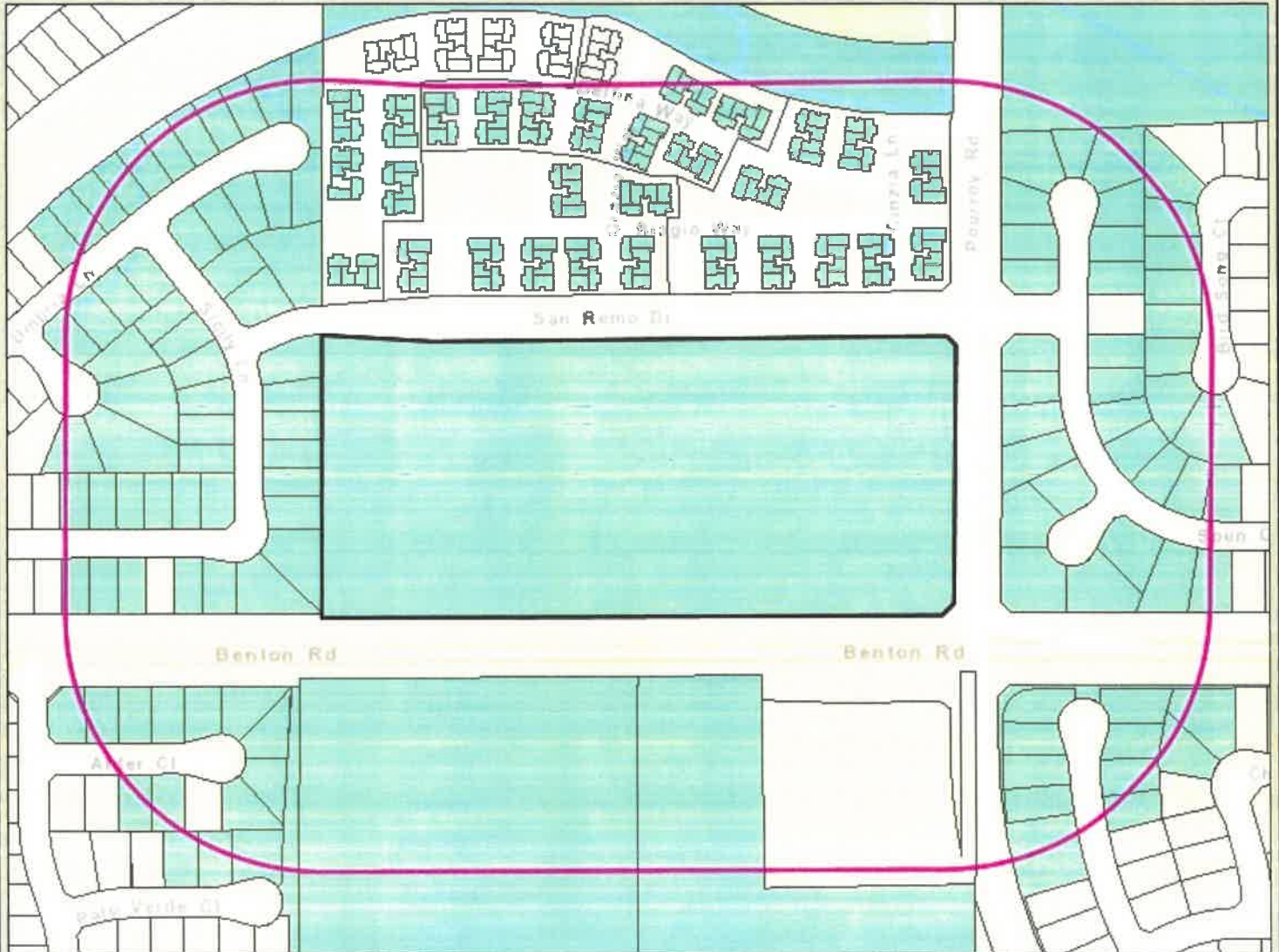
Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

CZ1900017 GPA190013 SP286A7 TTM37715

(600 feet buffer)



Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

Notes



0 376 752 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 3/27/2020 10:10:36 AM

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963010012
EASTERN MUNICIPAL WATER DIST
P O BOX 8300
PERRIS CA 92572

963100010
KB HOME COASTAL
36310 INLAND VALLEY DR
WILDOMAR CA 92595

963181008
JUSTINE VENITTELLI
36750 BEECH ST
WINCHESTER CA 92596

963360007
THOMAS K. BERGER
31689 POMPEI LN
WINCHESTER CA 92596

963360016
MARCUS GOGGINS
36412 SICILY LN
WINCHESTER CA 92596

963361005
MARY ANN J MAXWELL
31691 UMBRIA LN
WINCHESTER CA 92596

963361013
ALAIN G. GO
35461 CALENDULA CIR
WINCHESTER CA 92596

963362007
MARIA I. ALVARADO
36369 ANCONA CT
WINCHESTER CA 92596

963362015
DAVID J. LAURIC
36355 SICILY LN
WINCHESTER CA 92596

963362023
FRANK GAO
2760 HIDDEN HILLS WAY
CORONA CA 92882

964200031
GONZALEZ SANDRA L LIVING TRUST DATED
36514 CHANTECLER RD
WINCHESTER CA 92596

964470008
ARMANDO RODRIGUEZ
32175 SPUN COTTON DR
WINCHESTER CA 92596

964470016
HUAXIAO SI
1816 ROCK SPRING ST
THOUSAND OAKS CA 91320

964471007
JOHN ANDERSON
32050 SPUN COTTON DR
WINCHESTER CA 92596

964471015
PARRIS M. LILLY
32194 SPUN COTTON DR
WINCHESTER CA 92596

964471039
RAYMOND RICHARDS
36331 BIRD SONG CT
WINCHESTER CA 92596

963010006
CANADIAN PACIFIC LAND
3161 MICHELSON DR STE 425
IRVINE CA 92612

963181006
H BRENT ROSS
33818 EDGE LN
TEMECULA CA 92592

963181020
STEVEN L. ALCARAZ
31710 PALO VERDE CT
WINCHESTER CA 92596

963360014
BRENDA HANN
36436 SICILY LN
WINCHESTER CA 92596

963361003
RICHARD M. CORRADO
PSC 567 BOX 6705
FPO AP 96384

963361011
JIMMY JR GAUNA
31724 UMBRIA LN
WINCHESTER CA 92596

963361019
WILLIAM L. WEIER
31628 UMBRIA LN
WINCHESTER CA 92596

963362013
STEVEN M. CRAINE
31643 UMBRIA LN
WINCHESTER CA 92596

963362021
CARLOS MAURICIO MONTALVO
31728 POMPEI LN
WINCHESTER CA 92596

964200029
GARY T. TUCKER
36517 CHANTECLER RD
WINCHESTER CA 92596

964200061
VALLEY WIDE REC & PARK DIST
P O BOX 907
SAN JACINTO CA 92581

964470014
RONALD SHERMAN
32143 SPUN COTTON DR
WINCHESTER CA 92596

964471005
KAREN HILL
32018 SPUN COTTON DR
WINCHESTER CA 92596

964471013
TIMOTHY LUX
32162 SPUN COTTON DR
WINCHESTER CA 92596

964471037
J ZDUNEK
36363 BIRD SONG CT
WINCHESTER CA 92596

963181004
JOE L. AGUIRRE
30707 LILLY POND LN
MURRIETA CA 92563

963181018
MICHAEL W. DUGAN
32905 AVENIDA LESTONNAC
TEMECULA CA 92592

963360012
JAMES L. GREEN
31749 POMPEI LN
WINCHESTER CA 92596

963361001
MARK OLSON
31744 SAN REMO DR
WINCHESTER CA 92596

963361009
PETER OOSTRA
31748 UMBRIA LN
WINCHESTER CA 92596

963361017
JULIO F. MEZA
31652 UMBRIA LN
WINCHESTER CA 92596

963362011
BETTY BATES
31619 UMBRIA LN
WINCHESTER CA 92596

963362019
CHRISTOPHER YHLEN
36415 SICILY LN
WINCHESTER CA 92596

964200027
PHILIP E. CHILDS
P O BOX 514
MURRIETA CA 92564

964200042
JOSEPH M. CASPOLE
32092 CHAGALL CT
WINCHESTER CA 92596

964470012
ALEJANDRO R. GARZA
36475 RHUBARB CT
WINCHESTER CA 92596

964471003
PAUL AGUIRRE
32031 SPUN COTTON DR
WINCHESTER CA 92596

964471011
MARK W. PATTERSON
32130 SPUN COTTON DR
WINCHESTER CA 92596

964471035
SERGIO MUNOZ
36395 BIRD SONG CT
WINCHESTER CA 92596

963181005
CHRISTOPHER MICHAEL OLIVARES
31696 ALDER CT
WINCHESTER CA 92596

963181019
MICHAEL A. SILVA
31698 PALO VERDE CT
WINCHESTER CA 92596

963360013
JENNA LOCKSTEDT
36448 SICILY LN
WINCHESTER CA 92596

963361002
BRYAN LARSON
36352 SICILY LN
WINCHESTER CA 92596

963361010
DAVID BERRY
31736 UMBRIA LN
WINCHESTER CA 92596

963361018
FREDERICK B. PRESCO
31640 UMBRIA LN
WINCHESTER CA 92596

963362012
JESUS ARELLANO
31631 UMBRIA LN
WINCHESTER CA 92596

963362020
LO NGUYEN LAM DINH & HANH KIEU
31740 POMPEI LN
WINCHESTER CA 92596

964200028
REED F. AMES
36523 CHANTECLER RD
WINCHESTER CA 92596

964200043
DAVID A. BISHOP
32104 CHAGALL CT
WINCHESTER CA 92596

964470013
ROBERT CASCIANI
36459 RHUBARB CT
WINCHESTER CA 92596

964471004
RYAN B. COMPTON
32015 SPUN COTTON DR
WINCHESTER CA 92596

964471012
THADDEUS STARKEY
7090 SIMMS ST NO 106
ARVADA CO 80004

964471036
WILLIAM S. STROHM
36379 BIRD SONG CT
WINCHESTER CA 92596

963181001
ROBERT C. BOWMAN
31648 ALDER CT
WINCHESTER CA 92596

963181009
EILEEN BOYLE
31713 ALDER CT
WINCHESTER CA 92596

963360008
VALISA RENE VASQUEZ
31701 POMPEI LN
WINCHESTER CA 92596

963360017
ATUL MADHUKAR MAKWANA
36400 SICILY LN
WINCHESTER CA 92596

963361006
DAVID ALLEN LUCAS
31703 UMBRIA LN
WINCHESTER CA 92596

963361014
MARK A. LEWIS
31688 UMBRIA LN
WINCHESTER CA 92596

963362008
STEPHAN JACK MITCHLEY
36354 ANCONA CT
WINCHESTER CA 92596

963362016
MARCOS P. GONZALEZ
745 S OAKLAND AVE
PASADENA CA 91106

963362024
STEPHEN P. AUDET
31692 POMPEI LN
WINCHESTER CA 92596

964200032
TERRENCE PIZZUTI
36520 CHANTECLER RD
WINCHESTER CA 92596

964470009
JERRY STAHLHOEFER
36462 RHUBARB CT
WINCHESTER CA 92596

964470017
CRISANTO C. EDUARTE
32095 SPUN COTTON DR
WINCHESTER CA 92596

964471008
GARY ARTHUR SHERWOOD
32066 SPUN COTTON DR
WINCHESTER CA 92596

964471032
ALEX M. EDDINGTON
36443 BIRD SONG CT
WINCHESTER CA 92596

964471047
SHEA HOMES LTD PARTNERSHIP
1250 CORONA POINTE STE 600
CORONA CA 92879

963010010
BENTON ROAD PARTNERS
1105 QUAIL ST
NEWPORT BEACH CA 92660

963100008
RHEINGANS CARL JOSEPH
P O BOX 99
WINCHESTER CA 92596

963181007
JASON R. DURON
31720 ALDER CT
WINCHESTER CA 92596

963360006
ROBERT J. PITTS
31677 POMPEI LN
WINCHESTER CA 92596

963360015
SYLVIA HERNANDEZ
36424 SICILY LN
WINCHESTER CA 92596

963361004
AARON HERNANDEZ
31679 UMBRIA LN
WINCHESTER CA 92596

963361012
CHRISTIAN A. ZAVALA
31712 UMBRIA LN
WINCHESTER CA 92596

963362006
HENRY L. EVERETT
36357 ANCONA CT
WINCHESTER CA 92596

963362014
COREY M. STERMAN
36343 SICILY LN
WINCHESTER CA 92596

963362022
KENNETH G. HASKINS
31716 POMPEI LN
WINCHESTER CA 92596

964200030
XIOMARA V. LOPEZ
36511 CHANTECLER RD
WINCHESTER CA 92596

964470007
BRIAN RUSSINO
PO BOX 1651
WILDOMAR CA 92595

964470015
THR CALIF
1717 MAIN ST STE 2000
DALLAS TX 75201

964471006
JOSE BARAJAS
32034 SPUN COTTON DR
WINCHESTER CA 92596

964471014
ALFRED J. HARINA
32178 SPUN COTTON DR
WINCHESTER CA 92596

964471038
ROSEANN LANGLEY WALDEN
36347 BIRD SONG CT
WINCHESTER CA 92596

963181003
JOHN J. DANIEL
31672 ALDER CT
WINCHESTER CA 92596

963181012
CURTIS W. PAGE
31677 ALDER CT
WINCHESTER CA 92596

963360011
ALBERT BASS
31737 POMPEI LN
WINCHESTER CA 92596

963360019
BRINDISI OWNERS ASSN
31524 POMPEI LN
WINCHESTER CA 92596

963361008
HECTOR MENDOZA
31739 UMBRIA LN
WINCHESTER CA 92596

963361016
BONNIE A. PERKINS
31664 UMBRIA LN
WINCHESTER CA 92596

963362010
DARRYL EDWARD SMITH
4111 CONRAD DR
SPRING VALLEY CA 91977

963362018
PAUL J. HAYS
30904 GREENSBORO DR
TEMECULA CA 92592

964030013
RIVERSIDE COUNTY FLOOD CONT
1995 MARKET ST
RIVERSIDE CA 92501

964200034
STEVEN M. LINDSEY
36532 CHANTECLER RD
WINCHESTER CA 92596

964470011
CHARLES R. ISBELL
36491 RHUBARB CT
WINCHESTER CA 92596

964471002
JUSTIN G. MABUNAY
32047 SPUN COTTON DR
WINCHESTER CA 92596

964471010
CHRISTIAN K. OSBORN
32114 SPUN COTTON DR
WINCHESTER CA 92596

964471034
WILLIAM CHERONE
36411 BIRD SONG CT
WINCHESTER CA 92596

963181002
JUAN M. GONZALEZ
31660 ALDER CT
WINCHESTER CA 92596

963181011
JOHN S. HILL
31689 ALDER CT
WINCHESTER CA 92596

963360010
NEWY LIVING TRUST DATED 8/26/2019
31725 POMPEI LN
WINCHESTER CA 92596

963360018
LUCIANO CHAVARRIA
36388 SICILY LN
WINCHESTER CA 92596

963361007
JOSE C. HERNANDEZ
PO BOX 6712
LA QUINTA CA 92248

963361015
SUNVIEW INDUSTRIES
417 ASSOCIATED RD NO 413
BREA CA 92821

963362009
ANDREW GARDNER
36342 ANCONA CT
WINCHESTER CA 92596

963362017
BILLIE MCMILLAN
36379 SICILY LN
WINCHESTER CA 92596

963362025
SALVADOR A. PINONES
31680 POMPEI LN
WINCHESTER CA 92596

964200033
KEVIN MILKOVITS
36526 CHANTECLER RD
WINCHESTER CA 92596

964470010
JAMES D. EWING
36478 RHUBARD CT
WINCHESTER CA 92596

964471001
COURTNEY N. SANFORD
32063 SPUN COTTON DR
WINCHESTER CA 92596

964471009
JOHN L. COOK
32098 SPUN COTTON DR
WINCHESTER CA 92596

964471033
ROBERT DAVID SYDNOR
36427 BIRD SONG CT
WINCHESTER CA 92596

963101005
RYAN DREYER
36364 BASTIANO LN
WINCHESTER CA 92596

963101013
JORDAN KENNEDY
36370 MATINO LN
WINCHESTER CA 92596

963101021
LEE B. PERGUSON
31809 BIAGIO WAY
WINCHESTER CA 92596

963101029
CRYSTAL F. PANTOJA
36356 GRAZIA WAY
WINCHESTER CA 92596

963101037
TANNER LASKOSKI
31806 BIAGIO WAY NO 145
WINCHESTER CA 92596

963102003
CARLOS RIVERA
36350 AMERIGO LN
WINCHESTER CA 92596

963102011
SANJA ISLAMOVIC
36359 LEONZIO LN
WINCHESTER CA 92596

963102019
BRADLEY R. CARPENTER
36365 CINZIA LN
WINCHESTER CA 92596

963102027
RENEE SAYEGH
31989 BIAGIO LN
WINCHESTER CA 92596

963102035
DONG PHUOC LY
36330 CINZIA LN
WINCHESTER CA 92596

963102043
PETER J. MARAIA
43449 BREWSTER CT
TEMECULA CA 92592

963102051
JAMES A. DAVIS
36336 ELDA LN
WINCHESTER CA 92596

963103005
RHONDA M. LAFLAMME
31838 DELFINA WAY
WINCHESTER CA 92596

963103019
NICOLE BOETTGER
31833 DELFINA WAY
WINCHESTER CA 92596

963103027
THIDA R. LIN
31809 DELFINA WAY
WINCHESTER CA 92596

963103035
WALTER J. BILGER
36308 COSIMO LN
WINCHESTER CA 92596

963103043
ROBERT SEEDS
32009 CORTE LA PUENTA
TEMECULA CA 92592

963103051
KUNZ FAMILY TRUST DTD 5/10/1998
31763 DELFINA WAY
WINCHESTER CA 92596

963104005
KHAMILLE A. POOLE
31775 BIAGIO WAY
WINCHESTER CA 92596

963104031
REGINA FOSTER
36341 VINCENZO WAY
WINCHESTER CA 92596

963104040
KIRSTEN PRESTON
36338 VINCENZO WAY
WINCHESTER CA 92596

963104048
MARCUS ALLEN PAYTON
31759 DELFINA WAY
WINCHESTER CA 92596

963101001
ILDO P. VELLINO
36352 BASTIANO LN
WINCHESTER CA 92596

963101009
ERIN FRANCES HICKS
3664 BEN ST
SAN DIEGO CA 92111

963101017
QUIENTE HILL
36358 MATINO LN
WINCHESTER CA 92596

963101025
KYLE L. COX
36368 GRAZIA WAY
WINCHESTER CA 92596

963101033
REBECCA M. RAMIREZ
P O BOX 77853
CORONA CA 92877

963101041
EDITH DIRREEN
31578 WATERFALL WAY
MURRIETA CA 92563

963102007
RYAN D. COVO
3056 GREEN HEATHER LN
FALLBROOK CA 92028

963102015
MICHAEL D. DOSTER
31901 BIAGIO WAY
WINCHESTER CA 92596

963102023
RICARDO A. BERRY
36353 CINZIA LN
WINCHESTER CA 92596

963102031
ANDY CHIU
2803 FLORENTINE CT
THOUSAND OAKS CA 91362

963102039
DAYTIME ENTERPRISES
21 DE LINO
RCH SANTA MARGARITA CA 92688

963102047
TOMIYA NORRIS
1862 SHAKESPEARE SQ
SAN JACINTO CA 92583

963103001
FELIPE T. BONOT
34711 MYRTLE CT
WINCHESTER CA 92596

963103009
NANCY E. KNAP
36290 GRAZIA WAY
WINCHESTER CA 92596

963103023
JILL VASANT
31210 PESCADO DR
TEMECULA CA 92592

963103031
BRENDA D. BICKERSTAFF
36320 COSIMO LN
WINCHESTER CA 92596

963103039
BOZANA M. DJURIC
614 MESA LN
SAN ANTONIO TX 78258

963103047
JENNIFER K. COLLINS
36310 ANTOINETTE LN
WINCHESTER CA 92596

963104001
MEGAN CATHERINE CREA
31763 BIAGIO WAY
WINCHESTER CA 92596

963104027
PEDRO CERDA
36319 VINCENZO WAY
WINCHESTER CA 92596

963104036
STEFANIE A. EVANS
36325 VINCENZO WAY
WINCHESTER CA 92596

963104044
LAUREN SIVERT
36312 VINCENZO WAY
WINCHESTER CA 92596

963101002
JENNIFER M. HORNE
36356 BASTIANO LN
WINCHESTER CA 92596

963101010
EDGAR ROMAN REYNA
36363 MATINO LN
WINCHESTER CA 92596

963101018
ASHLEE MARIE WILSON
36372 MATINO LN
WINCHESTER CA 92596

963101026
MICHAEL MOLINA
36364 GRAZIA WAY
WINCHESTER CA 92596

963101034
DAVID K. ADAMS
27395 DESERT WILLOW ST
MURRIETA CA 92562

963101042
MANSOOKLAL N. RATANJEE
31830 BIAGIO WAY
WINCHESTER CA 92596

963102008
RANDY R. LABATTE
36367 LEONZIO LN
WINCHESTER CA 92596

963102016
STEVEN ANTHONY KNAP
36364 LEONZIO LN
WINCHESTER CA 92596

963102024
TESSIE STONE
36373 CINZIA LN
WINCHESTER CA 92596

963102032
FRANCISCO A. FIERROS
36338 CINZIA LN
WINCHESTER CA 92596

963102040
ELLA BHATT
12448 POWAY RD
POWAY CA 92064

963102048
DONNA KLEINSMITH PALMER
36306 GIOVANNI LN
WINCHESTER CA 92596

963103002
DI NISHA P SANCHEZ
31846 DELFINA WAY
WINCHESTER CA 92596

963103010
ALLEN MUNTEAN
31808 DELFINA WAY
WINCHESTER CA 92596

963103024
ALISSA RAUTON
41320 LA SIERRA RD
TEMECULA CA 92591

963103032
GAETANO MANNO
36316 COSIMO LN
WINCHESTER CA 92596

963103040
EDDIE J. SERRATO
36311 COSIMO LN
WINCHESTER CA 92596

963103048
ANN FEDORCHAK
36326 ANTOINETTE LN
WINCHESTER CA 92596

963104002
CHRIS DESCHENE
31767 BIAGIO WAY
WINCHESTER CA 92596

963104028
AMY BETH ANDREWS
36701 CLOVE CURRANT LN
MURRIETA CA 92562

963104037
JASMINNE L. BECERRA
32031 FERN ST
WINCHESTER CA 92596

963101008
JEANNETTE SERVIN
NO 2215
SAN DIEGO CA 92103

963101016
IVOGHLI FAMILY TRUST
PO BOX 4048
MISSION VIEJO CA 92690

963101024
APRIL D. LAY
36377 GRAZIA WAY
WINCHESTER CA 92596

963101032
KAMALANI AGRES
36340 EMILIA LN
WINCHESTER CA 92596

963101040
KURT SULLIVAN
11055 ELDERWOOD LN
SAN DIEGO CA 92131

963102006
OCHOA LIVING TRUST DTD 3/5/2008
36371 GASPARO LN
WINCHESTER CA 92596

963102014
MARIO HARO
880 BUENA VISTA WAY
CHULA VISTA CA 91910

963102022
TANIA I. CORONA
1746 VIA ENCANTADORAS
SAN YSIDRO CA 92173

963102030
RACHAEL LYNN GREENSTEIN
36370 CINZIA LN
WINCHESTER CA 92596

963102038
TIMOTHY J. PORTER
36321 CINZIA LN
WINCHESTER CA 92596

963102046
CRYSTAL R. SCHMIDT
36316 GIOVANNI LN
WINCHESTER CA 92596

963102054
WILTON LAUNDRIE
31887 DELFINA WAY
WINCHESTER CA 92596

963103008
MICHAEL BROWN
31812 DELFINA WAY
WINCHESTER CA 92596

963103022
SARAH M. SHUPEK
31825 DELFINA WAY
WINCHESTER CA 92596

963103030
MARY K. DAMON
36332 GRAZIA WAY
WINCHESTER CA 92596

963103038
DE ANDA LANITA LEWIS
36315 COSIMO LN
WINCHESTER CA 92596

963103046
CAROL AUTERA BENAVIDES
36314 ANTOINETTE LN
WINCHESTER CA 92596

963103054
MICHAEL D. HAYS
31883 OPAL DR
WINCHESTER CA 92596

963104026
SALAZAR FAMILY LIVING TRUST DATED
36695 FONTAINE ST
WINCHESTER CA 92596

963104035
PHILIPPE FRANCOIS MAUPERTUIS
36329 VINCENZO WAY
WINCHESTER CA 92596

963104043
JADA D. SMITH
36316 VINCENZO WAY
WINCHESTER CA 92596

963101003
FULI ZHANG
36347 ISIDORA LN
WINCHESTER CA 92596

963101011
WALTER J. BILGER
4785 SEA CREST DR
SEASIDE CA 93955

963101019
JENNETTE RENEE ROZMUS
36369 GRAZIA WAY
WINCHESTER CA 92596

963101027
MARIE A. MARSHALL
36355 AMERIGO LN
WINCHESTER CA 92596

963101035
JAMES PATRICK ROSE
36332 EMILIA LN
WINCHESTER CA 92596

963102001
JAMESON MARTIN
31792 POOLE CT
TEMECULA CA 92591

963102009
DAVID DAVIS
31875 BIAGIO WAY
WINCHESTER CA 92596

963102017
ROSAMARIA S. MANNO
36360 LEONZIO LN
WINCHESTER CA 92596

963102025
JULIE A. KELLY
36364 CINZIA LN
WINCHESTER CA 92596

963102033
DANIEL W. LAMBERT
31994 BIAGIO LN
WINCHESTER CA 92596

963102041
KELLY STEPHENS
36313 CINZIA LN
WINCHESTER CA 92596

963102049
KAYLA ZUNIGA
31881 DELFINA WAY
WINCHESTER CA 92596

963103003
LEE PINKOFSKY
P O BOX 892264
TEMECULA CA 92589

963103011
SEAN IVOGLI
P O BOX 4048
MISSION VIEJO CA 92690

963103025
EDWIN JACOB BRIEDEN
41330 PLACER LAFITE
TEMECULA CA 92591

963103033
JEFFERY SWAN
36309 GRAZIA WAY
WINCHESTER CA 92596

963103041
MARY SERRATO
36307 COSIMO LN
WINCHESTER CA 92596

963103049
2018-2 IH BORROWER LP
1717 MAIN ST STE 2000
DALLAS TX 75201

963104003
THOMAS S. COLLES
36373 BASTIANO LN
WINCHESTER CA 92596

963104029
ADA BALANDRA DEMORALES
36307 VINCENZO WAY
WINCHESTER CA 92596

963104038
MARCOS D. DOMINGUEZ
45165 CAMINO BAYA WAY
TEMECULA CA 92590

963104046
LINDA SHARMAN
31713 POMPEI LN
WINCHESTER CA 92596

963101004
ANTHONY TEC MIS
36360 BASTIANO LN
WINCHESTER CA 92596

963101012
NANCY A. VASKO
36375 MATINO LN
WINCHESTER CA 92596

963101020
ANTHONY MICHAEL MUELLER
36365 GRAZIA WAY
WINCHESTER CA 92596

963101028
SHAD R. SCHOFIELD
36360 GRAZIA WAY
WINCHESTER CA 92596

963101036
AARON A. REYMANN
36328 EMILIA LN
WINCHESTER CA 92596

963102002
ANN C. CICCARELLI
36363 GASPARO LN
WINCHESTER CA 92596

963102010
EDWARD SEATON
36363 LEONZIO LN
WINCHESTER CA 92596

963102018
VERNON D. BROWN
29555 ROSSITER RD
MURRIETA CA 92563

963102026
WENDELL STONE
36360 CINZIA LN
WINCHESTER CA 92596

963102034
MARIA PLATT
36334 CINZIA LN
WINCHESTER CA 92596

963102042
DEBORAH SUE BURTON
36305 CINZIA LN
WINCHESTER CA 92596

963102050
ENDIRA
31877 DELFINA WAY
WINCHESTER CA 92596

963103004
KYLE LEE COX
31842 DELFINA WAY
WINCHESTER CA 92596

963103012
R LIBERATO Q LIONGSON
31820 DELFINA WAY
WINCHESTER CA 92596

963103026
MARCOS LOPEZ
32237 KALE LN
WINCHESTER CA 92596

963103034
DANIEL EBRON
36312 COSIMO LN
WINCHESTER CA 92596

963103042
MICHAEL BARGANI
829 VIA SOMONTE
PALOS VERDES ESTATES CA 90274

963103050
DOMINIC C. KNUCKLES
36317 ANTOINETTE LN
WINCHESTER CA 92596

963104004
DAVID E. EPPERLY
16702 CHERRY AVE
TORRANCE CA 90504

963104030
CAROL LEE MCGRATH
31751 DELFINA WAY
WINCHESTER CA 92596

963104039
VERNA LEE KUDERIAN
31829 VIA DEL PASO
WINCHESTER CA 92596

963104047
DAMARIS IBARRA
36304 VINCENZO WAY
WINCHESTER CA 92596

963101006
JAMES L. WILLIAMS
36370 BASTIANO LN
WINCHESTER CA 92596

963101014
BRANDON B. MYERS
36366 MATINO LN
WINCHESTER CA 92596

963101022
ROBERT O. MARTINEZ
36361 GRAZIA WAY
WINCHESTER CA 92596

963101030
JOSE MALDONADO
36374 GRAZIA WAY
WINCHESTER CA 92596

963101038
TERRI L. KOPP
31802 BIAGIO WAY
WINCHESTER CA 92596

963102004
GARRETT PRESTON
36359 GASPARO LN
WINCHESTER CA 92596

963102012
DENNIS GEORGE SHANAHAN
20 BROOKSIDE WAY
MISSOULA MT 59802

963102020
LINDA MUNTZ
36361 CINZIA LN
WINCHESTER CA 92596

963102028
ALAN D. RIDDLE
14050 N CROOKED CREEK DR
MARANA AZ 85658

963102036
MARISOL VAZQUEZ
36326 CINZIA LN
WINCHESTER CA 92596

963102044
BENEVENTI TRUST 4/19/11
133 FLEURANCE
LAGUNA NIGUEL CA 92677

963102052
MARIA P. MESA
31873 DELFINA WAY
WINCHESTER CA 92596

963103006
STEVEN SWARTHOUT
31834 DELFINA WAY
WINCHESTER CA 92596

963103020
KELSEY PINEDO
31829 DELFINA WAY
WINCHESTER CA 92596

963103028
DAWN C. DUNCAN
1345 WHITEHURST CT
SAN JOSE CA 95125

963103036
NILCE LOPEZ
36324 COSIMO LN NO 174
WINCHESTER CA 92596

963103044
ROBERT FANZO
36318 ANTOINETTE LN
WINCHESTER CA 92596

963103052
WILLIAM WERTENBERGER
36315 ANTOINETTE LN
WINCHESTER CA 92596

963104006
IH4 PROPERTY WEST
1717 MAIN ST STE 2000
DALLAS TX 75201

963104032
MARK A. SEYMOUR
36337 VINCENZO WAY
WINCHESTER CA 92596

963104041
DEREK SCOTT ROTZINGER
36334 VINCENZO WAY
WINCHESTER CA 92596

963101007
ARMANDO BALTAZAR
36371 MATINO LN
WINCHESTER CA 92596

963101015
JENNIFER A. SPARKS
31801 BIAGIO WAY
WINCHESTER CA 92596

963101023
CHRISTOPHER PETERS
36357 GRAZIA WAY
WINCHESTER CA 92596

963101031
RULETTE ARMSTEAD
15661 EL CAMINO ENTRADA
POWAY CA 92064

963101039
KATHLEEN DAVIS
36340 GRAZIA WAY
WINCHESTER CA 92596

963102005
JOSHUA B. HERRING
36355 GASPARO LN
WINCHESTER CA 92596

963102013
ZHEN WANG
26175 ENGELMANN RD
VALLEY CENTER CA 92082

963102021
ADAM M. MCBRIDE
31909 BIAGIO LN
WINCHESTER CA 92596

963102029
DARRELL R. MOHR
56538 DESERT SKY DR
YUCCA VALLEY CA 92284

963102037
MATTHEW J. JEFFREY
36325 CINZIA LN
WINCHESTER CA 92596

963102045
WENDY D. CARLSON
31890 DELFINA WAY
WINCHESTER CA 92596

963102053
EDUARDO A. GONZALEZ
4503 MANITOU WAY
SAN DIEGO CA 92117

963103007
TPC VENTURES
54 MORNING GLORY
RANCHO SANTA MARGARITA CA 92688

963103021
LAURIE CHRISTINE DECKER
36333 ELDA WAY
WINCHESTER CA 92596

963103029
BROCK BURRELL
36316 GRAZIA WAY
WINCHESTER CA 92596

963103037
STEPHANIE M. WISE
36319 COSIMO LN
WINCHESTER CA 92596

963103045
QUINN MASIEL
29253 PEBBLE BEACH DR
MURRIETA CA 92563

963103053
CHRISTOPHER RENK
22514 CANYON LAKE DR S
CANYON LAKE CA 92587

963104025
IH3 PROP WEST
1717 MAIN ST STE 2000
DALLAS TX 75201

963104033
ONDREA BERMUDEZ
1661 TALETOP WAY
ENCINITAS CA 92024

963104042
VALISA BROWN
36350 VINCENZO WAY
WINCHESTER CA 92596

963104045
MICHAEL JUSTIN MORR
31780 LUCIA LN
WINCHESTER CA 92596

MLC Holdings
Atten: Matt Maehara
5 Peters Canyon Road, Suite 310
Irvine, CA 92606

MLC Holdings
Atten: Matt Maehara
5 Peters Canyon Road, Suite 310
Irvine, CA 92606

Huitt-Zollars
Atten: Steven Cook
2603 Main Street 400
Irvine, CA 92614

Huitt-Zollars
Atten: Steven Cook
2603 Main Street 400
Irvine, CA 92614

Carl Joseph Rheingans
P.O. Box 99
Winchester, CA 92596

Southern California Edison
Attention: Jeff Clark
P.O Box 800
Rosemead, CA 91770

San Diego RWQCB
2375 Northside Drive, Suite 100
San Diego, CA 92108

Pechanga Band of Luiseño Mission Indians
P.O. Box 2183
Temecula, CA 92593

Soboba Band of Luiseno Indians
PO Box 487
San Jacinto, CA. 92584

Soboba Band of Luiseno Indians
PO Box 487
San Jacinto, CA. 92584

Eastern Municipal Water Dist
2270 Trumble Road
P.O. Box 8300
Perris, CA 92572-8300

Eastern Municipal Water Dist
2270 Trumble Road
P.O. Box 8300
Perris, CA 92572-8300

Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA. 92220

City of Temecula
Community Development Dept.
41000 Main Street
Temecula, CA 92592

City of Temecula
Community Development Dept.
41000 Main Street
Temecula, CA 92592

Southern California Gas Co.
4495 Howard Ave.
Riverside, CA 92507

Southern California Gas Co.
4495 Howard Ave.
Riverside, CA 92507.

Temecula Valley Unified School Dist.
31350 Rancho Vista Road
Temecula, CA 92590

Temecula Valley Unified School Dist.
31350 Rancho Vista Road
Temecula, CA 92590

Southern California Edison
P.O Box 800
Rosemead, CA 91770

Southern California Edison
P.O Box 800
Rosemead, CA 91770

Department of Transportation – Dist. 8
Attention: Mark Roberts, AICP
Planning
464 W. 4th St., 6th Floor, MS725
San Bernardino, CA 92401-1400

Department of Transportation – Dist. 8
Attention: Mark Roberts, AICP
Planning
464 W. 4th St., 6th Floor, MS725
San Bernardino, CA 92401-1400

South Coast AQMD
Attention: PRDAS
21865 Copley Dr.
Diamond Bar, CA 91765

South Coast AQMD
Attention: PRDAS
21865 Copley Dr.
Diamond Bar, CA 91765

Carl Joseph Rheingans
P.O. Box 99
Winchester, CA 92596

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E
Assistant TLMA Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

GPA190013, SP286A7, CZ1900017, and TTM37715
Project Title/Case Numbers

Deborah Bradford
County Contact Person

951.955.6646
Phone Number

N/A
State Clearinghouse Number (if submitted to the State Clearinghouse)

MLC Holdings, Matt Maehara
Project Applicant

5 Peters Canyon Road, Suite 310, Irvine, CA 92606
Address

North of Benton Road, south of San Remo Drive, east of Winchester Road, and west of Pourroy Road.
Project Location

GPA190002 proposes to modify the General Plan Land Use Designations of Planning Areas 40 and 41 of SP286A7 from Community Development: Very High Density Residential (CD: VHDR) and Community Development: Commercial Retail (CD: CR) to Community Development: High Density Residential (CD: HDR). Specific Plan No. 286A7 proposes to amend the Land Use Designations, re-allocate units, increase the total number of units in the Specific Plan and re-configure the boundaries and acreages of Planning Areas 40 and 41 Change of Zone No. 1900017 proposes to modify the Specific Plan Zone Ordinance text and Change of Zone Map to reflect the re-configuration of Planning Area boundaries and acreages, minimum lot size requirements, permitted uses, and other development standard Tentative Tract Map No. 37715 proposes to subdivide one (1) 16.6 acre lot into 141 residential lots with a minimum lot size of 2,700 square feet and a density of 8.75 dwelling. It has been determined that because all potentially significant effects on the environment have been adequately analyzed in the previously certified Environmental Impact Report No. 374, an Addendum was prepared pursuant to applicable legal standards and none of the conditions described in CEQA Guidelines Section 15162 exist.

Project Description

This is to advise that the Riverside County Board of Supervisors, as the lead agency, has approved the above-referenced project on _____, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. An Addendum to the Mitigated Negative Declaration for Environmental Assessment No. 39682 was prepared for the project pursuant to the provisions of the California Environmental Quality Act Section 15162.
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
5. A statement of Overriding Considerations WAS NOT adopted for the project.
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the earlier EA, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Signature

Deborah Bradford, Project Planner
Title

Date

Date Received for Filing and Posting at OPR: _____

FOR COUNTY CLERKS'S USE ONLY



CALL (951) 368-9222
EMAIL legals@pe.com

THE PRESS-ENTERPRISE

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Invoice text: NOH - GPA190013, SP286A7, CZ1900017, & TTM37715

*TLMA/Planning
Item 21.2 of 08/25/20*

Placed by: Hannah Lumanauw

Legal Advertising Memo Invoice

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08/15/2020	5209148	5209148
BALANCE DUE	ORDER NUMBER	TERMS OF PAYMENT
561.60	0011404307	DUE UPON RECEIPT

BILLING ACCOUNT NAME AND ADDRESS

REMITTANCE ADDRESS

BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE
'PO BOX 1147'
RIVERSIDE, CA 92502

CALIFORNIA NEWSPAPER PARTNERSHIP
dba The Press-Enterprise
PO Box 8012
Willoughby, OH 44096-8012

THE PRESS-ENTERPRISE

1825 Chicago Ave, Suite 100
Riverside, CA 92507
951-684-1200
951-368-9018 FAX

**PROOF OF PUBLICATION
(2010, 2015.5 C.C.P)**

Publication(s): The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc.: NOH - GPA190013, SP286A7, CZ1900017, & TTM37715 /

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

08/15/2020

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date: August 15, 2020
At: Riverside, California



Legal Advertising Representative, The Press-Enterprise

BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE
PO BOX 1147
RIVERSIDE, CA 92502

Ad Number: 0011404307-01

P.O. Number:

Ad Copy:

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, CHANGE OF ZONE, AND TENTATIVE TRACT MAP IN THE RANCHO CALIFORNIA ZONING AREA - SOUTHWEST AREA PLAN, THIRD SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, August 25, 2020 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Department's recommended approval on **General Plan Amendment No. 190013**, which proposes to modify the General Plan Land Use Designation of the project site from Community Development: Commercial Retail (CD:CR) and from Community Development: Very High Density Residential (CD:VHDR) to Community Development: High Density Residential (CD:HDR). **Specific Plan No. 286A7**, which proposes to amend the Land Use designation for Planning Area 40 from CR to HDR and for Planning Area 41 from VHDR to HDR, re-configure the boundaries and acreages of Planning Areas 40 and 41, and re-allocate the unused units from Planning Area 41 to Planning Area 40. **Change Zone No. 1900017**, which proposes to revise the Specific Plan Zone Ordinance text and zoning map to reflect the re-configuration of the boundaries and acreages of Planning Area 40 and 41, and to modify the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40. **Tentative Tract Map No. 37715**, which proposes to subdivide one (1) 16.6-acre lot into 140 residential lots and one lot for a pocket park. This project is located North of Benton Road, South of San Remo Drive, East of Winchester Road, and West of Pourroy Road in the Rancho California Zoning Area - Southwest Area Plan of Third Supervisorial District.

The Riverside County Planning Department recommends that the Board of Supervisors consider an **Addendum to Environmental Impact Report No. 374**, tentatively approve **General Plan Amendment No. 190013**, **Specific Plan No. 286 Amendment No. 7**, **Change of Zone No. 1900017**, and approve **Tentative Tract Map No. 37715**.

The Planning Department's report package for the project may be viewed from the date of this notice until the public hearing, Monday through Friday, from 8:00 a.m. to 5:00 p.m. at the Riverside County Planning Department at 4080 Lemon Street, 12th Floor, Riverside, California 92501.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT DEBORAH BRADFORD, PROJECT PLANNER, AT (951) 955-6646 OR EMAIL dbradfor@rivco.org.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing, or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1063, at least 72 hours prior to hearing.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, and Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: August 10, 2020 Kecia R. Harper, Clerk of the Board
By: Hannah Lumanauw, Board Assistant
Press-Enterprise: 8/15



OFFICE OF THE
CLERK OF THE BOARD OF SUPERVISORS
1st FLOOR, COUNTY ADMINISTRATIVE CENTER
P.O. BOX 1147, 4080 LEMON STREET
RIVERSIDE, CA 92502-1147
PHONE: (951) 955-1060 FAX: (951) 955-1071

KECIA R. HARPER
Clerk of the Board of Supervisors

KIMBERLY A. RECTOR
Assistant Clerk of the Board

August 10, 2020

THE PRESS ENTERPRISE
ATTN: LEGALS
P.O. BOX 792
RIVERSIDE, CA 92501

PH : (951) 368-9229
E-MAIL: legals@pe.com

RE: NOTICE OF PUBLIC HEARING: GPA190013, SP286A7, CZ1900017 & TTM37715

To Whom It May Concern:

Attached is a copy for publication in your newspaper for **One (1) time on Saturday, August 15, 2020.**

We require your affidavit of publication immediately upon completion of the last publication.

Your invoice must be submitted to this office, **WITH TWO CLIPPINGS OF THE PUBLICATION.**

NOTE: PLEASE COMPOSE THIS PUBLICATION INTO A SINGLE COLUMN FORMAT.

Thank you in advance for your assistance and expertise.

Sincerely,

Hannah Lumanauw

Board Assistant to:
KECIA R. HARPER, CLERK OF THE BOARD

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, CHANGE OF ZONE, AND TENTATIVE TRACT MAP IN THE RANCHO CALIFORNIA ZONING AREA – SOUTHWEST AREA PLAN, THIRD SUPERVISORIAL DISTRICT

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The Riverside County Planning Department recommends that the Board of Supervisors consider an **Addendum to Environmental Impact Report No. 374**, tentatively approve **General Plan Amendment No. 190013**, **Specific Plan No. 286 Amendment No. 7**, **Change of Zone No. 1900017**, and approve **Tentative Tract Map No. 37715**.

The Planning Department's report package for the project may be viewed from the date of this notice until the public hearing, Monday through Friday, from 8:00 a.m. to 5:00 p.m. at the Riverside County Planning Department at 4080 Lemon Street, 12th Floor, Riverside, California 92501.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT DEBORAH BRADFORD, PROJECT PLANNER, AT (951) 955-6646 OR EMAIL dbradfor@rivco.org.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing, or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1063, at least 72 hours prior to hearing.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, and Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: August 10, 2020

Kecia R. Harper, Clerk of the Board
By: Hannah Lumanauw, Board Assistant

CERTIFICATE OF POSTING

(Original copy, duly executed, must be attached to
the original document at the time of filing)

I, Hannah Lumanauw, Board Assistant to Kecia R. Harper, Clerk of the Board of Supervisors, for the County of Riverside, do hereby certify that I am not a party to the within action or proceeding; that on August 11, 2020, I forwarded to Riverside County Clerk & Recorder's Office a copy of the following document:

NOTICE OF PUBLIC HEARING

GPA190013, SP286A7, CZ1900017 & TTM37715

to be posted in the office of the County Clerk at 2724 Gateway Drive, Riverside, California 92507.
Upon completion of posting, the County Clerk will provide the required certification of posting.

Board Agenda Date: August 25, 2020 @ 10:00 a.m.

SIGNATURE: Hannah Lumanauw DATE: August 11, 2020
Hannah Lumanauw

CERTIFICATE OF MAILING

(Original copy, duly executed, must be attached to
the original document at the time of filing)

I, Hannah Lumanauw, Board Assistant, for the County of Riverside, do hereby certify that I am not a party to the within action or proceeding; that on August 10, 2020, I mailed a copy of the following document:

NOTICE OF PUBLIC HEARING

GPA190013, SP286A7, CZ1900017 & TTM37715

to the parties listed in the attached labels, by depositing said copy with postage thereon fully prepaid, in the United States Post Office, 3890 Orange St., Riverside, California, 92501.

Board Agenda Date: August 25, 2020 @ 10:00 a.m.

SIGNATURE: *Hannah Lumanauw* DATE: August 10, 2020
Hannah Lumanauw



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

DATE: August 6, 2020

TO: Clerk of the Board of Supervisors – August 25, 2020 BOS meeting

FROM: Planning Department – Riverside Deborah Bradford Project Planner – ext. 56646

SUBJECT: GPA190013, SP286A7, CZ1900017, and TTM37715
(Charge your time to these case numbers)

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

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

Designate Newspaper used by Planning Department for Notice of Hearing:

(3rd Dist) Press Enterprise

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

"Planning Our Future... Preserving Our Past"

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



ITEM:

(ID # 13185)

MEETING DATE:

Tuesday, August 25, 2020

FROM : TLMA-PLANNING:

SUBJECT: TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: Public Hearing on GPA190013, SP286A7, CZ1900017, and TTM37715 - CONSIDER an ADDENDUM to ENVIRONMENTAL IMPACT REPORT NO. 374 (CEQ190044) - Applicant: MLC Holdings, Matt Maehara - Engineer/Representative: Huitt-Zollars, Steven Cook - Third Supervisorial District - Rancho California Zoning Area - Southwest Area Plan: Community Development: Commercial Retail (CD: CR) and Community Development: Very High Density Residential (CD: VHDR) - Location: North of Benton Road, South of San Remo Drive, East of Winchester Road, and West of Pourroy Road - 16.6 Acres - Zoning: Specific Plan - REQUEST: GPA No. 190013 is a proposal to modify the General Plan Land Use Designation of the project site from Community Development: Commercial Retail (CD: CR) and from Community Development: Very High Density Residential (CD: VHDR) to Community Development: High Density Residential (CD:HDR) . SP No. 286A7 is a proposal to amend the Land Use designation for Planning Area 40 from CR to HDR and for Planning Area 41 from VHDR to HDR, re-configure the boundaries and acreages of Planning Areas 40 and 41, and re-allocate the unused units from Planning Area 41 to Planning Area 40. CZ No. 1900017 proposes to revise the Specific Plan Zone Ordinance text and zoning map to reflect the re-configuration of the boundaries and acreages of Planning Area 40 and 41, and to modify the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40. TTM No. 37715 proposes to subdivide one (1) 16.6 acre lot into 140 residential lots and one lot for a pocket park. District 3. [Applicant Fees 100%]

RECOMMENDED MOTION: That the Board of Supervisors:

1. **CONSIDER** an **ADDENDUM** to **ENVIRONMENTAL IMPACT REPORT NO. 374** certified on April 29, 1997 based on the findings and conclusions incorporated in the Addendum that the Project will not have a significant effect on the environment and that none of the conditions described in State CEQA Guidelines section 15162 exist;
2. **TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 190013**, to modify the General Plan Land Use Designations from Community Development: Very High Density Residential (CD: VHDR) and Community Development: Commercial Retail (CD: CR) to Community Development: High Density Residential (CD: HDR) as shown on Figure 7, attached hereto, based on the findings and conclusions incorporated in the

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

staff report, pending adoption of the General Plan Amendment resolution by the Board of Supervisors; and

3. **TENTATIVELY APPROVE SPECIFIC PLAN NO. 286 AMENDMENT NO. 7**, subject to the attached advisory notification document and conditions of approval, based on the findings and conclusions incorporated in the staff report, pending adoption of the Specific Plan Amendment resolution by the Board of Supervisors; and,

4. **TENTATIVELY APPROVE CHANGE OF ZONE NO. 1900017**, to revise the Specific Plan Zoning Ordinance text and zoning map to reflect the re-configuration of the boundaries and acreages of Planning Areas 40 and 41, and the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40, in accordance with Exhibit No. 3, based upon the findings and conclusions incorporated in the staff report, pending final adoption of the Zoning Ordinance by the Board of Supervisors; and,

5. **APPROVE TENTATIVE TRACT MAP NO. 37715**, subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions incorporated into the staff report.

ACTION:

MINUTES OF THE BOARD OF SUPERVISORS

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

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
NET COUNTY COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
SOURCE OF FUNDS: Applicant Fees 100%			Budget Adjustment: No	
			For Fiscal Year: N/A	

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

General Plan Amendment No. 190013 is a proposal to modify the General Plan Land Use Designation of the project site from Community Development: Commercial Retail (CD: CR) to Community Development: High Density Residential (CD:HDR) and from Community Development: Very High Density Residential (CD: VHDR) to Community Development: High Density Residential (CD:HDR).

Specific Plan No. 286 Amendment No. 7 is a proposal to amend the Land Use designation for Planning Area 40 from Commercial Retail to High Density Residential and for Planning Area 41 from Very High Density Residential to High Density Residential, re-configure the boundaries and acreages of Planning Areas 40 and 41, and re-allocate the unused units from Planning Area 41 to Planning Area 40. The total number of units proposed for Planning Area 40 would actually increase the current residential units within the overall Specific Plan from 4,720 units to 4,730 units. However, the overall Specific Plan remains consistent with the overall development of the Specific Plan and actually represents a reduced development intensity than what was originally evaluated in EIR No. 374.

Change of Zone No. 1900017 proposes to revise the Specific Plan Zone Ordinance text and zoning map to reflect the re-configuration of the boundaries and acreages of Planning Area 40 and 41, and to modify the minimum lot size requirements, permitted uses, and other development standards for Planning Area 40.

Tentative Tract Map No. 37715 proposes to subdivide one (1) 16.6 acre lot into 140 residential lots and one lot for a pocket park with a minimum lot size of 2,700 square feet and a density of 8.75 dwelling units per acre. Access into the subdivision will be provided from San Remo Drive and Benton Road. Two detention basins will be provided within the Project site; one located along the northwestern corner of the project site and the other to the east of the main entrance along Benton Road.

The Initial Study and Addendum prepared for this Project analyzed if any of the conditions listed in Section 15162 State CEQA Guidelines would occur in light of the proposed Project. It was

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

determined that no new significant impacts would occur as a result of the proposed amendment to the Specific Plan that were not previously addressed in the EIR. No new impacts would result in terms of substantial environmental damage, serious public health problems, or substantial and avoidable injury to fish or wildlife of their habitats. Therefore, an Addendum to the prior EIR is the appropriate document pursuant to CEQA.

The Project site is located north of Benton Road, south of San Remo Drive, west of Pourrory Road, and east of Winchester Road.

Planning Commission Action

On July 15, 2020, the Planning Commission directed the applicant to provide one of the lots as a pocket park. The applicant agreed to the Planning Commission direction and provided a revised design as shown in the attachments. The Planning Commission recommended the Board of Supervisors approve the project on a 4-0 vote.

Impact on Residents and Businesses

All potential project impacts have been studied under CEQA and noticed to the public pursuant to the requirements of the County.

ATTACHMENTS:

- A. Planning Commission Minutes**
- B. Planning Commission Staff Report Package**
- C. Planning Commission Memos**
- D. Specific Plan No. 286 Amendment No. 7**
- E. Specific Plan Zoning Ordinance No. 348**
- F. Tentative Tract Map No. 37715 Exhibits**

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on March 25, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers CZ1900017 / GPA190013 / SP286A7 / TTM37715 for

Company or Individual's Name RCIT - GIS,

Distance buffered 600'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

TITLE: GIS Analyst

ADDRESS: 4080 Lemon Street 9TH Floor

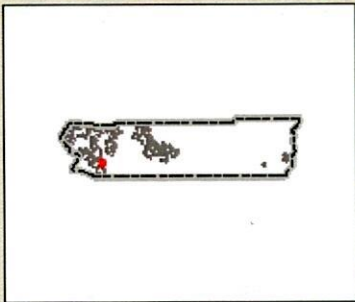
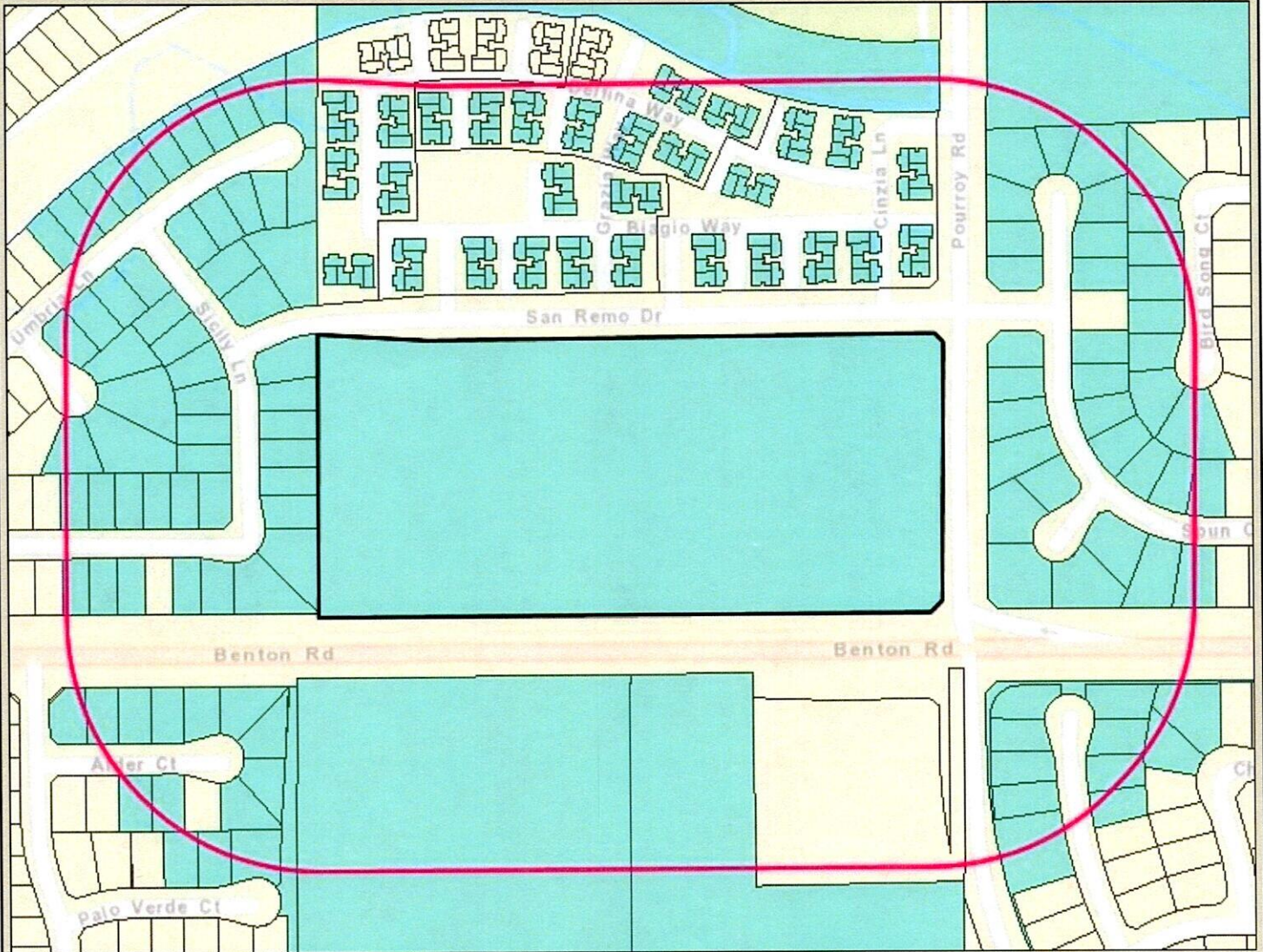
Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

CZ1900017 GPA190013 SP286A7 TTM37715

(600 feet buffer)



- Legend**
-  County Boundary
 -  Cities
 -  Parcels
 -  World Street Map

Notes



0 376 752 Feet

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36310 INLAND VALLEY DR
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963181008
JUSTINE VENITTELLI
36750 BEECH ST
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963360007
THOMAS K. BERGER
31689 POMPEI LN
WINCHESTER CA 92596

963360016
MARCUS GOGGINS
36412 SICILY LN
WINCHESTER CA 92596

963361005
MARY ANN J MAXWELL
31691 UMBRIA LN
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963361013
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35461 CALENDULA CIR
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963362007
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36369 ANCONA CT
WINCHESTER CA 92596

963362015
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36355 SICILY LN
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963362023
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964200031
GONZALEZ SANDRA L LIVING TRUST DATED
36514 CHANTECLER RD
WINCHESTER CA 92596

964470008
ARMANDO RODRIGUEZ
32175 SPUN COTTON DR
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964470016
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963010006
CANADIAN PACIFIC LAND
3161 MICHELSON DR STE 425
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H BRENT ROSS
33818 EDGE LN
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963181020
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31710 PALO VERDE CT
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963360014
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36436 SICILY LN
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31724 UMBRIA LN
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963362021
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31728 POMPEI LN
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964200029
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WINCHESTER CA 92596

964200061
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963181018
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32905 AVENIDA LESTONNAC
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963360012
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31749 POMPEI LN
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963361001
MARK OLSON
31744 SAN REMO DR
WINCHESTER CA 92596

963361009
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31748 UMBRIA LN
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963361017
JULIO F. MEZA
31652 UMBRIA LN
WINCHESTER CA 92596

963362011
BETTY BATES
31619 UMBRIA LN
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963362019
CHRISTOPHER YHLEN
36415 SICILY LN
WINCHESTER CA 92596

964200027
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964200042
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964471035
SERGIO MUNOZ
36395 BIRD SONG CT
WINCHESTER CA 92596

963181005
CHRISTOPHER MICHAEL OLIVARES
31696 ALDER CT
WINCHESTER CA 92596

963181019
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31698 PALO VERDE CT
WINCHESTER CA 92596

963360013
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36448 SICILY LN
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36352 SICILY LN
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31736 UMBRIA LN
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963361018
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31640 UMBRIA LN
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963362012
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31631 UMBRIA LN
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963362020
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31740 POMPEI LN
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964200028
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36523 CHANTECLER RD
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ARVADA CO 80004

964471036
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36379 BIRD SONG CT
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963181001
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31648 ALDER CT
WINCHESTER CA 92596

963181009
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31713 ALDER CT
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963360008
VALISA RENE VASQUEZ
31701 POMPEI LN
WINCHESTER CA 92596

963360017
ATUL MADHUKAR MAKWANA
36400 SICILY LN
WINCHESTER CA 92596

963361006
DAVID ALLEN LUCAS
31703 UMBRIA LN
WINCHESTER CA 92596

963361014
MARK A. LEWIS
31688 UMBRIA LN
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963362008
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38354 ANCONA CT
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963362016
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745 S OAKLAND AVE
PASADENA CA 91106

963362024
STEPHEN P. AUDET
31692 POMPEI LN
WINCHESTER CA 92596

964200032
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36520 CHANTECLER RD
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WINCHESTER CA 92596

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963010010
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1105 QUAIL ST
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963100008
RHEINGANS CARL JOSEPH
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31720 ALDER CT
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963360006
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31677 POMPEI LN
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36424 SICILY LN
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31712 UMBRIA LN
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964471006
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964471014
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32178 SPUN COTTON DR
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964471038
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36347 BIRD SONG CT
WINCHESTER CA 92596

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31672 ALDER CT
WINCHESTER CA 92596

963181012
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31677 ALDER CT
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963360019
BRINDISI OWNERS ASSN
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963361008
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31739 UMBRIA LN
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31664 UMBRIA LN
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964470011
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36491 RHUBARB CT
WINCHESTER CA 92596

964471002
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32047 SPUN COTTON DR
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964471010
CHRISTIAN K. OSBORN
32114 SPUN COTTON DR
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964471034
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36411 BIRD SONG CT
WINCHESTER CA 92596

963181002
JUAN M. GONZALEZ
31660 ALDER CT
WINCHESTER CA 92596

963181011
JOHN S. HILL
31689 ALDER CT
WINCHESTER CA 92596

963360010
NEWAY LIVING TRUST DATED 8/26/2019
31725 POMPEI LN
WINCHESTER CA 92596

963360018
LUCIANO CHAVARRIA
36388 SICILY LN
WINCHESTER CA 92596

963361007
JOSE C. HERNANDEZ
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LA QUINTA CA 92248

963361015
SUNVIEW INDUSTRIES
417 ASSOCIATED RD NO 413
BREA CA 92821

963362009
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36342 ANCONA CT
WINCHESTER CA 92596

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964470010
JAMES D. EWING
36478 RHUBARD CT
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964471001
COURTNEY N. SANFORD
32063 SPUN COTTON DR
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964471009
JOHN L. COOK
32098 SPUN COTTON DR
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964471033
ROBERT DAVID SYDNOR
36427 BIRD SONG CT
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963101005
RYAN DREYER
36364 BASTIANO LN
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963101013
JORDAN KENNEDY
36370 MATINO LN
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963101021
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31809 BIAGIO WAY
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963101029
CRYSTAL F. PANTOJA
36356 GRAZIA WAY
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963101037
TANNER LASKOSKI
31806 BIAGIO WAY NO 145
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963102003
CARLOS RIVERA
36350 AMERIGO LN
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963102011
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963102019
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DONG PHUOC LY
36330 CINZIA LN
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963102043
PETER J. MARAIA
43449 BREWSTER CT
TEMECULA CA 92592

963102051
JAMES A. DAVIS
36336 ELDA LN
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963103005
RHONDA M. LAFLAMME
31838 DELFINA WAY
WINCHESTER CA 92596

963103019
NICOLE BOETTGER
31833 DELFINA WAY
WINCHESTER CA 92596

963103027
THIDA R. LIN
31809 DELFINA WAY
WINCHESTER CA 92596

963103035
WALTER J. BILGER
36308 COSIMO LN
WINCHESTER CA 92596

963103043
ROBERT SEEDS
32009 CORTE LA PUENTA
TEMECULA CA 92592

963103051
KUNZ FAMILY TRUST DTD 5/10/1998
31763 DELFINA WAY
WINCHESTER CA 92596

963104005
KHAMILLE A. POOLE
31775 BIAGIO WAY
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963104031
REGINA FOSTER
36341 VINCENZO WAY
WINCHESTER CA 92596

963104040
KIRSTEN PRESTON
36338 VINCENZO WAY
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963101017
QUIENTE HILL
36358 MATINO LN
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963101025
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36368 GRAZIA WAY
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963101033
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963101041
EDITH DIRREEN
31578 WATERFALL WAY
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3056 GREEN HEATHER LN
FALLBROOK CA 92028

963102015
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31901 BIAGIO WAY
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963102023
RICARDO A. BERRY
36353 CINZIA LN
WINCHESTER CA 92596

963102031
ANDY CHIU
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THOUSAND OAKS CA 91362

963102039
DAYTIME ENTERPRISES
21 DE LINO
RCH SANTA MARGARITA CA 92688

963102047
TOMIYA NORRIS
1862 SHAKESPEARE SQ
SAN JACINTO CA 92583

963103001
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963103031
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963103039
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614 MESA LN
SAN ANTONIO TX 78258

963103047
JENNIFER K. COLLINS
36310 ANTOINETTE LN
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963104001
MEGAN CATHERINE CREA
31763 BIAGIO WAY
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963104027
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36319 VINCENZO WAY
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963104036
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36325 VINCENZO WAY
WINCHESTER CA 92596

963104044
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36312 VINCENZO WAY
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963101002
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36356 BASTIANO LN
WINCHESTER CA 92596

963101010
EDGAR ROMAN REYNA
36363 MATINO LN
WINCHESTER CA 92596

963101018
ASHLEE MARIE WILSON
36372 MATINO LN
WINCHESTER CA 92596

963101026
MICHAEL MOLINA
36364 GRAZIA WAY
WINCHESTER CA 92596

963101034
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27395 DESERT WILLOW ST
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36364 LEONZIO LN
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963102024
TESSIE STONE
36373 CINZIA LN
WINCHESTER CA 92596

963102032
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36338 CINZIA LN
WINCHESTER CA 92596

963102040
ELLA BHATT
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POWAY CA 92064

963102048
DONNA KLEINSMITH PALMER
36306 GIOVANNI LN
WINCHESTER CA 92596

963103002
DI NISHA P SANCHEZ
31846 DELFINA WAY
WINCHESTER CA 92596

963103010
ALLEN MUNTEAN
31808 DELFINA WAY
WINCHESTER CA 92596

963103024
ALISSA RAUTON
41320 LA SIERRA RD
TEMECULA CA 92591

963103032
GAETANO MANNO
36316 COSIMO LN
WINCHESTER CA 92596

963103040
EDDIE J. SERRATO
36311 COSIMO LN
WINCHESTER CA 92596

963103048
ANN FEDORCHAK
36326 ANTOINETTE LN
WINCHESTER CA 92596

963104002
CHRIS DESCHENE
31767 BIAGIO WAY
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963104028
AMY BETH ANDREWS
36701 CLOVE CURRANT LN
MURRIETA CA 92562

963104037
JASMINNE L. BECERRA
32031 FERN ST
WINCHESTER CA 92596

963101008
JEANNETTE SERVIN
NO 2215
SAN DIEGO CA 92103

963101016
IVOGHLI FAMILY TRUST
PO BOX 4048
MISSION VIEJO CA 92690

963101024
APRIL D. LAY
36377 GRAZIA WAY
WINCHESTER CA 92596

963101032
KAMALANI AGRES
36340 EMILIA LN
WINCHESTER CA 92596

963101040
KURT SULLIVAN
11055 ELDERWOOD LN
SAN DIEGO CA 92131

963102006
OCHOA LIVING TRUST DTD 3/5/2008
36371 GASPARO LN
WINCHESTER CA 92596

963102014
MARIO HARO
880 BUENA VISTA WAY
CHULA VISTA CA 91910

963102022
TANIA I. CORONA
1746 VIA ENCANTADORAS
SAN YSIDRO CA 92173

963102030
RACHAEL LYNN GREENSTEIN
36370 CINZIA LN
WINCHESTER CA 92596

963102038
TIMOTHY J. PORTER
36321 CINZIA LN
WINCHESTER CA 92596

963102046
CRYSTAL R. SCHMIDT
36316 GIOVANNI LN
WINCHESTER CA 92596

963102054
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31887 DELFINA WAY
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CAROL AUTERA BENAVIDES
36314 ANTOINETTE LN
WINCHESTER CA 92596

963104026
SALAZAR FAMILY LIVING TRUST DATED
36695 FONTAINE ST
WINCHESTER CA 92596

963104043
JADA D. SMITH
36316 VINCENZO WAY
WINCHESTER CA 92596

963101011
WALTER J. BILGER
4785 SEA CREST DR
SEASIDE CA 93955

963101027
MARIE A. MARSHALL
36355 AMERIGO LN
WINCHESTER CA 92596

963102001
JAMESON MARTIN
31792 POOLE CT
TEMECULA CA 92591

963103022
SARAH M. SHUPEK
31825 DELFINA WAY
WINCHESTER CA 92596

963103038
DE ANDA LANITA LEWIS
36315 COSIMO LN
WINCHESTER CA 92596

963103054
MICHAEL D. HAYS
31883 OPAL DR
WINCHESTER CA 92596

963104035
PHILIPPE FRANCOIS MAUPERTUIS
36329 VINCENZO WAY
WINCHESTER CA 92596

963101003
FULI ZHANG
36347 ISIDORA LN
WINCHESTER CA 92596

963101019
JENNETTE RENEE ROZMUS
36369 GRAZIA WAY
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WINCHESTER CA 92596

963102025
JULIE A. KELLY
36364 CINZIA LN
WINCHESTER CA 92596

963102033
DANIEL W. LAMBERT
31994 BIAGIO LN
WINCHESTER CA 92596

963102041
KELLY STEPHENS
36313 CINZIA LN
WINCHESTER CA 92596

963102049
KAYLA ZUNIGA
31881 DELFINA WAY
WINCHESTER CA 92596

963103003
LEE PINKOFSKY
P O BOX 892264
TEMECULA CA 92589

963103011
SEAN IVOGHLI
P O BOX 4048
MISSION VIEJO CA 92690

963103025
EDWIN JACOB BRIEDEN
41330 PLACER LAFITE
TEMECULA CA 92591

963103033
JEFFERY SWAN
36309 GRAZIA WAY
WINCHESTER CA 92596

963103041
MARY SERRATO
36307 COSIMO LN
WINCHESTER CA 92596

963103049
2018-2 IH BORROWER LP
1717 MAIN ST STE 2000
DALLAS TX 75201

963104003
THOMAS S. COLLES
36373 BASTIANO LN
WINCHESTER CA 92596

963104029
ADA BALANDRA DEMORALES
36307 VINCENZO WAY
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45165 CAMINO BAYA WAY
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963104046
LINDA SHARMAN
31713 POMPEI LN
WINCHESTER CA 92596

963101004
ANTHONY TEC MIS
36360 BASTIANO LN
WINCHESTER CA 92596

963101012
NANCY A. VASKO
36375 MATINO LN
WINCHESTER CA 92596

963101020
ANTHONY MICHAEL MUELLER
36365 GRAZIA WAY
WINCHESTER CA 92596

963101028
SHAD R. SCHOFIELD
36360 GRAZIA WAY
WINCHESTER CA 92596

963101036
AARON A. REYMANN
36328 EMILIA LN
WINCHESTER CA 92596

963102002
ANN C. CICCARELLI
36363 GASPARO LN
WINCHESTER CA 92596

963102010
EDWARD SEATON
36363 LEONZIO LN
WINCHESTER CA 92596

963102018
VERNON D. BROWN
29555 ROSSITER RD
MURRIETA CA 92563

963102026
WENDELL STONE
36360 CINZIA LN
WINCHESTER CA 92596

963102034
MARIA PLATT
36334 CINZIA LN
WINCHESTER CA 92596

963102042
DEBORAH SUE BURTON
36305 CINZIA LN
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963103026
MARCOS LOPEZ
32237 KALE LN
WINCHESTER CA 92596

963103034
DANIEL EBRON
36312 COSIMO LN
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963103042
MICHAEL BARGANI
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PALOS VERDES ESTATES CA 90274

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36317 ANTOINETTE LN
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16702 CHERRY AVE
TORRANCE CA 90504

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CAROL LEE MCGRATH
31751 DELFINA WAY
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963104039
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31829 VIA DEL PASO
WINCHESTER CA 92596

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DAMARIS IBARRA
36304 VINCENZO WAY
WINCHESTER CA 92596

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JAMES L. WILLIAMS
36370 BASTIANO LN
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963101014
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36366 MATINO LN
WINCHESTER CA 92596

963101022
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963102004
GARRETT PRESTON
36359 GASPARO LN
WINCHESTER CA 92596

963102012
DENNIS GEORGE SHANAHAN
20 BROOKSIDE WAY
MISSOULA MT 59802

963102020
LINDA MUNTZ
36361 CINZIA LN
WINCHESTER CA 92596

963102028
ALAN D. RIDDLE
14050 N CROOKED CREEK DR
MARANA AZ 85658

963102036
MARISOL VAZQUEZ
36326 CINZIA LN
WINCHESTER CA 92596

963102044
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133 FLEURANCE
LAGUNA NIGUEL CA 92677

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31873 DELFINA WAY
WINCHESTER CA 92596

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STEVEN SWARTHOUT
31834 DELFINA WAY
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KELSEY PINEDO
31829 DELFINA WAY
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1345 WHITEHURST CT
SAN JOSE CA 95125

963103036
NILCE LOPEZ
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WINCHESTER CA 92596

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963104041
DEREK SCOTT ROTZINGER
36334 VINCENZO WAY
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963101007
ARMANDO BALTAZAR
36371 MATINO LN
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963101015
JENNIFER A. SPARKS
31801 BIAGIO WAY
WINCHESTER CA 92596

963101023
CHRISTOPHER PETERS
36357 GRAZIA WAY
WINCHESTER CA 92596

963101031
RULETTE ARMSTEAD
15661 EL CAMINO ENTRADA
POWAY CA 92064

963101039
KATHLEEN DAVIS
36340 GRAZIA WAY
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963102005
JOSHUA B. HERRING
36355 GASPARO LN
WINCHESTER CA 92596

963102013
ZHEN WANG
26175 ENGELMANN RD
VALLEY CENTER CA 92082

963102021
ADAM M. MCBRIDE
31909 BIAGIO LN
WINCHESTER CA 92596

963102029
DARRELL R. MOHR
56538 DESERT SKY DR
YUCCA VALLEY CA 92284

963102037
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54 MORNING GLORY
RANCHO SANTA MARGARITA CA 92688

963103021
LAURIE CHRISTINE DECKER
36333 ELDA WAY
WINCHESTER CA 92596

963103029
BROCK BURRELL
36316 GRAZIA WAY
WINCHESTER CA 92596

963103037
STEPHANIE M. WISE
36319 COSIMO LN
WINCHESTER CA 92596

963103045
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29253 PEBBLE BEACH DR
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22514 CANYON LAKE DR S
CANYON LAKE CA 92587

963104025
IH3 PROP WEST
1717 MAIN ST STE 2000
DALLAS TX 75201

963104033
ONDREA BERMUDEZ
1661 TALETOP WAY
ENCINITAS CA 92024

963104042
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Huitt-Zollars
Atten: Steven Cook
2603 Main Street 400
Irvine, CA 92614

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Southern California Edison
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Rosemead, CA 91770

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San Diego, CA 92108

Pechanga Band of Luiseño Mission Indians
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Temecula, CA 92593

Soboba Band of Luiseno Indians
PO Box 487
San Jacinto, CA. 92584

Soboba Band of Luiseno Indians
PO Box 487
San Jacinto, CA. 92584

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2270 Trumble Road
P.O. Box 8300
Perris, CA 92572-8300

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2270 Trumble Road
P.O. Box 8300
Perris, CA 92572-8300

Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA. 92220

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Community Development Dept.
41000 Main Street
Temecula, CA 92592

City of Temecula
Community Development Dept.
41000 Main Street
Temecula, CA 92592

Southern California Gas Co.
4495 Howard Ave.
Riverside, CA 92507

Southern California Gas Co.
4495 Howard Ave.
Riverside, CA 92507.

Temecula Valley Unified School Dist.
31350 Rancho Vista Road
Temecula, CA 92590

Temecula Valley Unified School Dist.
31350 Rancho Vista Road
Temecula, CA 92590

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Attention: Mark Roberts, AICP
Planning
464 W. 4th St., 6th Floor, MS725
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