



4.14 Population and Housing

significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.14.4 IMPACTS AND MITIGATION MEASURES

POPULATION GROWTH

PHE-1 PROJECT IMPLEMENTATION COULD DIRECTLY OR INDIRECTLY INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH.

Impact Analysis

A project could induce substantial unplanned population growth in an area, either directly (for example, by proposing new residential and employment-generating land uses), or indirectly (for example, through extension of roads or other infrastructure). The project proposes land use and policy changes that would facilitate development within the project area. Two key project components involve changes with potential to induce substantial unplanned population growth in the project area: land use designation and future consistency zoning changes within the Winchester PA; and removing the residential density restriction within the Highway 79 PA. Overall, the project anticipates development of an additional 12,329 dwelling units within the project area, including 9,750 dwelling units within the Winchester PA and 2,579 dwelling units within the Highway 79 PA; see [Table 3-2](#). The project also anticipates an approximately 7,529,664 square feet decrease in non-residential land uses in the Winchester PA, which could decrease employment by approximately 10,055 permanent jobs; see [Table 3-2](#). Therefore, the project would induce population growth in the County directly through development of residential uses but could also decrease population growth directly through fewer employment-generating land uses.

[Table 4.14-5, *Project Compared to Existing General Plan*](#), includes the project’s anticipated growth in housing, population, and employment as compared to the existing conditions identified in the General Plan.

Table 4.14-5: Project Compared to Existing General Plan¹

Type	Existing	Proposed	Change (Numeric)	Change (Percentage)
Population (persons) ³	168,551	203,690	+35,139	+21%
Residential (dwelling units)	59,141	71,470	+12,329	+21%
Employment (jobs) ²	60,213	50,159	-10,055	-17%

Notes.

1. Assumes development intensity per Riverside County General Plan EIR Appendix E-2.
2. Jobs are derived based on Institute for Transportation Engineers (ITE) Trip Generation Manual, 10th Edition employment factors.
3. Population is derived based on the average persons per household, as averaged for the four Area Plans within the Project site; see Riverside County General Plan EIR Appendix E-2, Table E-2: Average Household Size by Area Plan.



Potential growth inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. As discussed above, SCAG is the agency responsible for developing and adopting regional housing, population, and employment growth forecasts for local Riverside County governments, among other counties. SCAG provides household, population, and employment projection estimates in five-year increments through 2045. The project area's forecasted population increase of 21 percent would be less than the projected Riverside County population increase of 33 percent by 2045, as determined by SCAG, See [Table 3-2](#) and [Table 4.14-1](#). Further, based on the County's vacancy rate of 13 percent, 109,265 dwelling units are available (vacant), as of January 1, 2021, within Riverside County. This indicates that future county growth accommodated by the project would not exceed that planned for regionally, nor would it cause excessive indirect growth-related effects to infrastructure, regional utilities, or public services. The variation in population forecasts is not considered significant given it would occur incrementally through 2045 and does not account for the anticipated decrease in population resulting from the fewer jobs (i.e., fewer employment generating businesses). Additionally, the future housing development facilitated by the project would be dispersed throughout the County over approximately 50,000 acres. Therefore, the project would create managed levels of growth in specific areas, and the corresponding population and housing growth would not be considered "unplanned" population growth.

General Plan growth projections form the basis of SCAG's planning and policy documents, including regional growth forecasts.² Thus, the growth anticipated with the project would be considered in SCAG's updated growth forecasts for the County.

Furthermore, future housing development would be subject to discretionary permits and would be assessed on a case-by-case basis for potential effects concerning population growth. Additionally, future housing development would be subject to compliance with all federal, State, and local requirements for minimizing growth-related impacts. Local requirements include those stated in Riverside County Ordinance No. 659, requiring future developments to be subject to development impact fees to mitigate future development impacts on transportation, fire, parks, and public use facilities. Additionally, as discussed in [Section 3.0, *Project Description*](#), the County's goals in proposing the project include but aren't limited to: 1) provide greater housing variety; 2) promote higher density housing to achieve the 6th Cycle Housing Element Update Regional Housing Needs Assessment (RHNA) housing goals and 3) promote better job/housing balance. As shown in [Table 4.14-5](#) and as previously discussed in [Section 3.0](#), the project will facilitate an additional 12,329 dwelling units above what the County's General Plan currently allows for the project area and the proposed land use designation amendments will facilitate higher density residential projects, including mixed-use developments; thereby, aiding in achieving a greater variety and increased density in the housing stock for the area. The addition of the 12,329 dwelling units will also fulfill approximately 30 percent (30%) of the County's required 6th Cycle RHNA allocation of 40,647 dwelling units. Lastly, as indicated in [Table 4.14.3](#), the Riverside County labor force for 2021 is 1,099,100 while the unemployment rate for the

² Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Community Strategy, Demographics & Growth Forecast Appendix, page 1, December 2015.



County is 7.6 percent (7.6%). Table 4.14.2, indicates that the County's dwelling unit count for 2021 is 846,076 dwelling units. Therefore, assuming 1,015,900 jobs (7.6% unemployment included) and 864,076 dwelling units, the County's current jobs/housing ratio is approximately 1.2, indicating the County has sufficient employment opportunities for residents to work within the County and thereby, promoting a better jobs/housing balance.

The forecast population growth associated with the project would occur incrementally through 2040, allowing for development of necessary services and infrastructure commensurate with the proposed growth. Future development projects will be subject to the regulatory framework indicated above including the application of General Plan policies LU 5.1, LU 5.2, C 1.1 and C 1.5 which will ensure that future growth does not exceed the capacity of the necessary infrastructure and circulation systems in the project area. Therefore, the project's potential impacts concerning inducing substantial unplanned population growth in the County directly or indirectly, would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

REPLACEMENT HOUSING

PHE-2 PROJECT IMPLEMENTATION COULD DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE.

Impact Analysis

The project identifies a land use plan and related planning policies to guide change, promote quality development, and implement the community's vision for the area. Future development within the project area could result in the elimination of existing buildings, including homes; however, this potential already exists with the adopted General Plan as all properties are designated for some form of future development or conservation. The project intends to allow for future development of a greater variety and density residential uses, in combination with non-residential and mixed-use development within the Winchester area. As the project would not directly remove any existing housing or displace a substantial number of existing people or housing, there would be no need to construct replacement housing. As such, impacts would be less than significant.

Further, as previously mentioned, the project proposes to reduce existing non-residential land uses, therefore, project implementation would not induce population growth through employment-generating land uses. The approximately 7.5 million square feet reduction in non-residential land uses proposed by the project is forecast to reduce employment potential by approximately 10,055 jobs within the project area.

This decrease in employment potential could result in less demand for housing within the project area, as fewer employees and their families would be expected to relocate to the project area to be closer to employment opportunities. Nonetheless, numerous alternative housing opportunities would be available to existing and future employees. The project is estimated to provide an



additional 12,329 dwelling units, which would be available to those employees. Further, based on the County's vacancy rate of 13 percent, 109,265 dwelling units are available (vacant), as of January 1, 2021, within the County, further supporting a level of less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

4.14.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable population and housing impacts would occur as a result of the project.



This page intentionally left blank.



4.15 PUBLIC SERVICES

The purpose of this section is to describe the existing regulatory setting and environmental conditions concerning public services, identify potential impacts that could result from project implementation, and as necessary, recommend mitigation to avoid or reduce the significance of impacts related to the following services:

- Fire protection (Riverside County Fire Department) (RVCFD),
- Sheriff's Department protection (Riverside County Sheriff's Department) (RCSD),
- Public schools: Hemet Unified School District (HUSD) and Menifee Unified School District (MUSD),
- Library services (Riverside County Library System) (RCLS).

Information in this section is based primarily on the following sources:

- County of Riverside General Plan (General Plan),
- County of Riverside Environmental Impact Report No. 521 (EIR No. 521),
- Riverside County Fire Department Website,
- Menifee Union School District Website,
- Hemet Unified School District Website,
- Riverside County Library System Website.

4.15.1 EXISTING SETTING

FIRE PROTECTION SERVICES

The Riverside County Fire Department (RCFD) is a regional fire service agency staffed by State (CalFire) that serves 22 cities in Riverside County and all unincorporated areas, including the project area. Each engine unit is staffed with three personnel. The RCFD protects over 2,454,453 residents located throughout Riverside County. There is one RCFD fire station in the project area: Station 34, at 32655 Haddock Street. Station 34 is crewed by three on-duty personnel, with one county-owned Type 1 engine, one hazmat unit, and one hazmat squad, all of which are staffed.¹ Station 34 also has reserve hazmat units and hazmat squad. Additionally, Engine 78 is part of RCFD's Fire Engine Use Agreement, which ensures that an in-service Type I engine is available to be staffed 24/7 at the station. RCFD response times vary based on service area designations and type of emergency. The RCFD Operational, Standards of Cover, and Contract Fee Analysis divided the unincorporated area within Riverside County into "planning areas" for analysis

¹ TriData LLC, RCFD Operational, Standards of Cover, and Contract Fee Analysis, 2016.



purposes. As depicted in RCFD Operational, Standards of Cover, and Contract Fee Analysis Figure 3, *RCFD Planning Areas*, the project area is within the Lakes Planning area, which, as listed in Table 20: Response Time by Planning Area, FY2015, has an average overall response time of 8:34 minutes, while the overall 80th -percentile and 90th -percentile time were 10:43 minutes and 13:29 minutes, respectively.

SHERIFF PROTECTION SERVICES

The RCSD provides Sheriff's Department protection services and law enforcement to the County. The RCSD has 4,500 established positions, including roughly 2,300 sworn personnel, to provide for community policing services.

As listed in EIR No. 521, the following service area ratios apply to law enforcements staffing within Riverside County:

- 1.5 Sworn Peace Officers per 1,000 population
- 1 Supervisory Officer and 1 support staff per every 7 sworn officers
- 1 Patrol vehicle per every 3 sworn officers

One RCSD facility is located within the project area: the Murrieta Station located at 30755-A Auld Road, Murrieta.

SCHOOL SERVICES

The project area is served by the Hemet Unified School District (HUSD) and Menifee Union School District (MUSD). HUSD includes 26 schools and serves approximately 21,000 students. The HUSD includes preschool centers at nine school locations, 11 elementary schools (K-5), three elementary/ middle schools (K-8), four middle schools (6-8), four comprehensive high schools (9-12), one continuation high school (11-12), a science-based charter Middle/High School (6-12), an Adult Education Center, Independent Study Programs, a Home School Program, and a self-paced online instruction program. The MUSD includes 15 schools and serves approximately 10,393 students, eleven elementary schools (K-5) and four middle schools (6-8), and one elementary/middle school (K-8).

Table 4.15-1, *Schools in Project Area*, lists one HUSD and two MUSD schools within the project area.

**Table 4.15-1: Schools In Project Area**

District	Name	Location	Pupil-Teacher Ratio ¹	Student Population ²
Hemet Unified School District (HUSD)	Winchester Elementary School (K through 5 th grade)	28751 Winchester Road Winchester, CA 92596	19:1	510
Menifee Union School District (MUSD)	Oak Meadows Elementary School (K through 5 th grade)	28600 Poinsettia Street Murrieta, CA 92563	23:1	884
Menifee Union School District (MUSD)	Harvest Hill S.T.E.A.M. Academy (K through 8 th grade)	31600 Pat Road Winchester, CA 92596	24:1	741
Notes: 1. 2017-2018 school year 2. 2019-2020 school year Source: Ed-Data, 2020., Hemet USD website 2021, Menifee USD website, 2021.				

LIBRARY SERVICES

The Riverside County Library System (RCLS) provides library services to the Winchester Community and surrounding areas. The French Valley Library is the only library within the project area located at 31526 Skyview Road.

4.15.2 REGULATORY SETTING

FEDERAL LEVEL

No Federal laws, ordinances, or regulations pertaining to public services apply to the project.

STATE LEVEL

California Fire Code

The 2019 California Fire Code (CCR Title 24 Part 9) sets forth requirements including those for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to building, and handling and storage of hazardous materials.

California Code of Regulations Title 24, Parts 2 and 9 – Fire Codes

California Code of Regulations (CCR) Part 2 of Title 24 refers to the California Building Code (CBC), which contains complete regulations and general construction building standards of State of California adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, CBC Chapter 7A, Materials and Construction Methods for Exterior Wildfire Exposure, addresses fire safety standards for new construction located in any Fire Hazard Severity Zone within State Responsibility Areas (SRA) or Wildland Interface Fire Area.



Public Resources Code §§ 4290-4299

This portion of the Public Resources Code requires minimum statewide fire safety standards pertaining to the following: road standards for fire equipment access; standards for signs identifying streets, roads and buildings; minimum private water supply reserves for emergency fire use; and fuel breaks and greenbelts. With certain exceptions, all new construction in potential wildland fire areas is required to meet the statewide standards. State requirements, however, do not supersede more restrictive local regulations. See [Section 4.20, *Wildfire*](#), for maps, discussion, and analysis of hazardous fire areas within the County.

California Fire Code 2012 CalFire Riverside Unit Strategic Fire Plan

The CalFire Riverside Unit uses the California Fire Code 2012 CalFire Riverside Unit Strategic Fire Plan (RUSFP) to direct and guide its fire management activities for its service area. The plan emphasizes “pre-fire” management, which is the process to assess alternatives to protect assets from unacceptable risk of wildland fire damage and focus on those actions that can be taken in advance of a wildland fire to potentially reduce the severity of the fire and ensure safety. Pre-fire “project alternatives” may include a combination of fuels reduction, ignition management, fire-safe engineering activities and forest health improvement to protect public and private assets. In addition to its main emphasis on the San Jacinto Mountains and its at-risk communities, pre-fire projects have also been planned and implemented on SRA lands in and adjacent to the Cleveland National Forest. Multiple cooperative projects have taken place with many more being planned. The Riverside Unit also treats fuels within the region’s Multi-Species Preserves and other public lands within SRAs, but not in National Forests. The RUSFP’s overall goal is to reduce total government costs and citizen losses from wildland fire in the Riverside Unit by protecting assets at risk through focused pre-fire management prescriptions and increasing initial attack success.

Public Resources Code § 4102-4127 - State Responsibility Areas

Public Resources Code § 4102 specifies that “‘State responsibility areas’ means areas of the state in which the financial responsibility of preventing and suppressing fires has been determined by the [State Fire] Board pursuant to § 4125, to be primarily the responsibility of the State.” These areas may contain State or privately owned forest, watershed, and rangeland. Public Resources Code §§ 4126-4127 further specify the standards that define what does and does not constitute an SRA.

California Code of Regulations Title 14 – Natural Resources

These regulations constitute the basic wildland fire protection standards of the California Board of Forestry. They were prepared and adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development within SRAs. Among other things, Title 14 requires the design and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.).



California Government Code §§ 51178-51179 – Very High Fire Hazard Severity Zones

California Government Code (CGC) § 51178 specifies that CalFire’s Director, in cooperation with local fire authorities, must identify areas that are Very High Fire Hazard Severity Zones (VHFHSZs) in Local Responsibility Areas (LRAs), based on consistent statewide criteria and the expected severity of fire hazard. It further specifies that VHFHSZs “shall be based on fuel loading, slope, fire weather and other relevant factors,” including areas subject to Santa Ana winds which are a “major cause of wildfire spread.” California Government Code § 51179 states that a local agency (such as a county) must also designate (and map) the VHFHSZs in its jurisdiction by ordinance; see Ordinance No. 787 Section below, regarding Riverside County’s VHFHSZs. Other CGC portions outline when a local agency may use its discretion to exclude areas from VHFHSZ requirements or add areas not designated by the State to its VHFHSZ areas.

California Government Code § 51182

Defensible Space: California Government Code § 51182 outlines the standards for maintaining a “defensible space” around properties in areas designated as a very high fire hazard severity zone; see [Section 4.20.2, *Regulatory Setting*](#).

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential, commercial, and industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added CGC §§ 66000 et seq. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Senate Bill 50

Senate Bill (SB) 50 (1998), which is funded by Proposition 1A, limits the power of cities and counties to require mitigation of developers as a condition of approving new development and provides instead for a standardized fee. Senate Bill 50 generally provides for a 50/50 State and local school facilities match. Senate Bill 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available; whether the school district is eligible for State funding; and whether the school district meets certain additional criteria involving bonding capacity, year-round schools, and the percentage of moveable classrooms in use.

California Government Code §§ 65995-65998 sets forth provisions to implement SB 50. Specifically, in accordance with § 65995(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.” The applicable school district is responsible for implementing the specific methods for mitigating school impacts under the CGC.



Pursuant to CGC § 65995(i), “A state or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in § 56021 or 56073 on the basis of a person's refusal to provide school facilities mitigation that exceeds the amounts authorized pursuant to this section or pursuant to § 65995.5 or 65995.7, as applicable.”

California Education Code § 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities.

LOCAL LEVEL

County of Riverside General Plan

Land Use Element

The following policies contained in the County of Riverside General Plan Land Use and Safety Element are applicable to the project in regard to public services:

- LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and daycare centers transportation systems, and fire/police/medical services.

- LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.

- LU 10.1 Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

Safety Element

The following policies contained in the County of Riverside General Plan Safety Element are applicable to the project in regard to public services:

- S 4.1 All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with the following requirements before the issuance of any building permits:
 - a) All proposed development and construction shall meet minimum State, county, and local standards and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use.



- b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.
- c) Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for structural fire suppression, and other applicable local and State requirements.
- d) Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.
- e) Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.
- f) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the State Responsibility Area Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.).
- g) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in Very High Fire Hazard Severity Zones, or other appropriate zones as determined by the Riverside County Fire Department, shall submit and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.

S 4.5 Require proposed development in High or Very High Fire Hazard Severity Zones be located where fire and emergency services are available or will be constructed as part of the proposed development activities, to the extent such locations are available. These services should meet the minimum response times as established by the Riverside County Fire Department.



- S 4.8 Locate new critical public facilities outside of High or Very High Fire Hazard Severity Zones or other areas facing elevated risk of wildfire events. Critical facilities include emergency shelters, emergency command and communication facilities, and hospital and healthcare centers. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to allow them to continue to serve community needs during and after disaster events.
- S 4.9 Site all new public facilities in areas outside of identified fire hazard severity zones and wildland-urban interface or fire threat areas, as feasible.
- S 4.12 Identify existing public and private roadways in fire hazard areas not in compliance with contemporary fire-safe standards, including road standards, vegetation clearance, and other requirements of Sections 1273 and 1274 of the California Code of Regulations to the extent resources are available. Work at retrofitting County-owned roadways as needed to meet current standards and require private property owners to do the same, to the extent feasible and given the absence of other site constraints.
- S 4.15 Seek to conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.
- S 4.16 Continue to work cooperatively with the California Department of Forestry and Fire Protection and Tribal government fire departments to strengthen fire-fighting capabilities and successfully respond to multiple fires.
- S 4.17 Consider developing a program to use existing reservoirs, tanks, and water wells in the county for emergency fire suppression water sources.
- S 4.18 When updating the Safety Element, the Multi-Jurisdictional Local Hazard Mitigation Plan, or at other times as appropriate, review inter-jurisdictional fire response agreements and improve firefighting resources as recommended in the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan. Ensure that fire response agreements and firefighting resources are able to meet current and future needs, including increased demand from new development and changing fire regimes. Ensure that:
- Fire reporting and response times do not exceed the goals listed in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan identified for each of the development densities described in these plans.
 - Fire flow requirements (e.g., water for fire protection) are consistent with Riverside County Ordinance 787, including requirements for fire hydrant size and outlets, sprinklers, and other water supply needs.



- The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for future development types.
- County firefighting agencies have access to water supplies that are regular, reliable, and sufficient to meet long-term needs, including accounting for changes in water supply availability.

S 4.22 Ensure that the Riverside County Fire Department has appropriate municipal staffing and Office of the Fire Marshall staff to address development pressure and adequately respond to expected future fire protection needs.

S 4.24 Implement a regional coordination program to increase support for coordination among fire protection and emergency service providers.

Harvest Valley/Winchester Area Plan

The following policies contained in the Harvest Valley/Winchester Area Plan are applicable to the project in regard to public services:

HWAP 21.1 Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.

HWAP 8.25 Locate and design all businesses and other land uses that attract high traffic volumes away from the sites of existing and planned elementary, middle, and high schools.

Southwest Area Plan

The following policy contained in the Southwest Area Plan is applicable to the project in regard to public services:

SWAP 25.1 Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the Safety Element of the General Plan.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies that are applicable to the project:

Ordinance No. 659, *Development Impact Fees*: This ordinance requires that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new fire protection facilities, sheriff facilities, and school facilities. The ordinance ensures that there is a reasonable relationship between the use of the fees and the type of development projects on which the fees are imposed.

Ordinance No. 695, *Abatement of Hazardous Vegetation*: Each spring, the California Department of Forestry (CDF) and RCFD distribute hazard abatement notices. These notices, which currently go to about 30,000 Riverside County residents, require property owners to reduce the fuels around their property. Requirements for hazard reduction around improved



parcels (those with structures) are set forth in Riverside County Ordinance No. 787 (and PRC § 4291). A minimum 30-foot clearance is required around all structures, which can be extended to 100 feet in areas where severe fire hazards exist. On unimproved parcels, as set forth in Riverside County Ordinance No. 695, the property owner is required to disc or mow 100 feet along the property's perimeter. The County also requires a development within a high fire hazard area to design and implement fuel modification programs for the interface between developed and natural areas within and adjacent to the proposed project area.

Ordinance No. 787, *Adoption of 2016 Fire Code*: This ordinance adopts a variety of State codes, such as the Uniform Fire Code (UFC), established by the International Fire Code Institute, for implementation and enforcement at the county level. This ordinance also addresses implementation of the California Uniform Building Code, based on the International Conference of Building Officials. Both major codes prescribe performance characteristics and materials to be used to achieve acceptable fire protection levels.

CAL FIRE/Riverside County Fire - 2020 Unit Strategic Fire Plan

The CAL FIRE/Riverside County Fire 2020 Unit Strategic Fire Plan² is used by the CAL FIRE Riverside Unit to direct and guide its fire management activities for its service area. The Strategic Fire Plan emphasizes “pre-fire” management, which is a process to assess alternatives to protect assets from unacceptable risk of wildland fire damage. Pre-fire “project alternatives” may include a combination of fuels reduction, ignition management, fire-safe engineering activities and forest health improvement to protect public and private assets. In addition to its main emphasis on the San Jacinto Mountains and its at-risk communities, pre-fire projects have also been planned and implemented on SRA lands in and adjacent to the San Bernardino and Cleveland National Forest. A number of cooperative projects have taken place with many more being planned. The Riverside Unit also treats fuels within the region's Multi-Species Preserves and other public lands within SRAs, but not in National Forests.

The Strategic Fire Plan's overall goal is to reduce total government costs and citizen losses from wildland fire in the Riverside Unit by protecting assets at risk through focused pre-fire management prescriptions and increasing initial attack success. The Strategic Fire Plan has six strategic objectives:

1. Create wildfire protection zones that reduce the risks to citizens and firefighters.
2. Provide framework for Fire-Life Safety in Communities.
3. Include all wildland, not just the SRAs. Analysis will ultimately include all wildland fire service providers - Federal, State, local government and private. This is the long-term strategy. This plan is primarily focused on the Riverside Unit's CAL FIRE Direct Protection Area (DPA), however the current extreme fuel conditions existing in the San Jacinto Mountains require the Unit to include the SRAs within U.S. Forest Service DPA.

² CAL FIRE/Riverside County, Unit Strategic Fire Plan, May 2021.



4. Identify and analyze key policy issues and develop recommendations for changes in public policy. Analysis will include alternatives to reduce total costs and/or increase fire protection system effectiveness.
5. Describe the wildland fire protection system in fiscal terms. This can include all public/private expenditures and potential economic losses.
6. Translate the analysis into public policy.

Riverside County Fire Department Strategic Plan 2009-2029

The RCFD Strategic Plan details the department's goals and strategies for proactively coordinating fire facility, service and Riverside County equipment needs for 2009-2029. It incorporates CalFire's management plan for several County sub-zones within Riverside County. The plan is aimed at ensuring that existing and future development maintain adequate service levels throughout Riverside County.

Community Service Area

County Service Areas are intended to provide a means of providing expanded service levels in areas where residents are willing to pay for the extra service. In Riverside County, the Riverside County Business and Community Services Division (formerly the Economic Development Agency) oversees the operation of 60 County Services Areas (CSAs). The Division maintains 22 County-owned parks (as well as two water treatment facilities and over 8 million square feet of landscaping). Each CSA is authorized to provide services based on each community's needs. The CSA collects special taxes and assessments to provide services to specific County areas. CSA jurisdiction covers the entire unincorporated Riverside County and provides municipal services such as parks and recreation (as well as streetlights, landscaping, street sweeping, water and sewage, and road maintenance). The project area's CSAs and their corresponding services are listed below:

- Homeland #43: Lighting
- Homeland #80: Lighting
- Sun City #84: Lighting
- Murrieta-Temecula #103: Lighting, Flood Control
- Homeland #139: None
- Murrieta #143: Lighting
- Lakeview/Nuevo/Romoland/Homeland #146: Lighting, Library

4.15.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the State CEQA Guidelines contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:



- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services:
 - Fire Protection (refer to Impact Statement PS-1);
 - Police Protection (refer to Impact Statement PS-2);
 - Schools (refer to Impact Statement PS-3); or
 - Other Public Facilities (refer to Impact Statement PS-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

4.15.4 IMPACTS AND MITIGATION MEASURES

FIRE PROTECTION

PS-1 FUTURE DEVELOPMENT ASSOCIATED WITH PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENT FACILITIES, 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.

Impact Analysis

The project proposes land use and policy changes that would facilitate future development within the project area. Project implementation would increase the project area’s residential uses by approximately 12,329 DU’s, with corresponding population growth, which would incrementally increase the demand for fire protection services to residential, commercial, and light industrial uses within the project area. However, project implementation would also decrease the project area’s non-residential land uses by approximately 7.5 million square feet, which would incrementally decrease the demand for fire protection services to non-residential land uses within the project area. It should be noted that feasible future development under the proposed project is assumed to occur over through 2040; thus, any increase in demand for RCFD services would occur gradually as additional development and associated population growth is added to the project area. As concluded in [Section 4.12](#), future development associated with the project is



not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

Depending on the future development's location and opening year, future development could impact fire protection services response times to the project area, which could warrant construction of new fire protection facilities. To eliminate this impact, future development would be subject to compliance with General Plan Policy LU 10.1 and Ordinance No. 659, *Development Impact Fees*, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new fire facilities. The County requires payment of developer mitigation fees prior to Building and Safety Department final inspection for any residential dwelling, mobile home, commercial retail establishment, business park office, or light industrial facility. The fees would serve for the construction and acquisition of public facilities. Payment of these fees would assist in the funding and construction of new RCFD fire protection facilities and would minimize the project's operational impacts to fire protection services to the greatest extent practicable.

Future development facilitated by the project would also be required to adhere to 2019 California Fire Code and Ordinance No. 787, *Adoption of 2016 Fire Code*, which minimizes the demand upon fire stations, personnel, and equipment. Future development would also be required to adhere to Policy S.4.1 (Fire Hazard Severity Zone development requirements), Policy S 4.5 (Future development to be located where fire and emergency services are available) and Policy S 4.15 (Implement long-range fire safety planning). The County and RCFD would review future residential development through the County's entitlement review process to ensure compliance with relevant fire protection standards. These standards include providing minimum fire department access, fire flow requirements, and building construction standards. Fire flow requirements are based upon building size and building construction type. The latest fire regulations require all buildings to be equipped with a fire sprinkler system, including residential uses.

Additionally, depending on the future development's location and opening year, future development could impact fire protection services response times to the project area, which could warrant construction of new fire protection facilities. Therefore, project implementation could result in adverse physical impacts associated with the provision of a new or physically altered fire protection facility. The actual need for a new fire station or alteration to an existing station would be verified and dependent upon RCFD's response times and capacities at the time the entitlement application is submitted to the County. Future construction and operation of a new fire station would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. A less than significant impact would occur, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



SHERIFF PROTECTION

PS-2 FUTURE DEVELOPMENT ASSOCIATED WITH PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENT 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 PROTECTION SERVICES.

Impact Analysis

The RCSD provides sheriff protection services and law enforcement to the County. One RCSD facilities (the Murrieta Station) is located within the project area.

The project proposes land use and policy changes that would facilitate development within the project area. Project implementation would increase the project area's residential uses by approximately 12,329 DU, increasing the project area's population by approximately 35,139 (see [Table 3-2, Project Development Potential](#)), which would incrementally increase the demand for sheriff protection services to residential uses within the project area. However, project implementation would also decrease the project area's non-residential land uses by approximately 7.5 million square feet, which would incrementally decrease the demand for sheriff protection services to non-residential land uses within the project area. It should be noted that feasible future development under the proposed project is assumed to occur over through 2040; thus, any increase in demand for RCSD services would occur gradually as additional development and associated population growth is added to the project area. As concluded in [Section 4.12](#), future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

[Table 4.15-2, Estimated Sheriff's Department Protection Needs](#), outlines the estimated staffing needs associated with future development according to staffing needs based on the projected population increase through implementation of the project. Overall, the project would increase the need for RCSD protection personnel and equipment by approximately 69 new staff members and 18 patrol vehicles.

Table 4.15-2: Estimated Sheriff's Department Protection Needs

Staffing Item	Generation Factors	Proposed Project Staffing Needs
Sworn Officers	1.5 per 1000 persons population	53 sworn officers
Supervisors	1 per 7 officers	8 supervisors
Support Staff	1 per 7 officers	8 support staff
Patrol Vehicles	1 per 3 officers	18 patrol vehicles
Notes: 1. Based on project population increase of 35,139 persons. Source: Riverside County EIR No. 521, 2015.		



The County and RCSD would review future development through the County’s entitlement review process to ensure compliance with relevant General Plan Policies LU 5.1, LU 5.2, and LU 10.1 in regard to providing adequate infrastructure and services, monitor the capacities of infrastructure and require fair share contribution for the funding of public facility infrastructure.

Depending on the future development’s location and opening year, future development could impact sheriff protection services response times to the project area, which could warrant construction of new sheriff protection facilities. To eliminate this impact, future development would be subject to compliance with Policy LU 10.1 and Ordinance No. 659, *Development Impact Fees*, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new sheriff facilities. The County requires payment of developer mitigation fees prior to Building and Safety Department final inspection for any residential dwelling, mobile home, commercial retail establishment, business park office, or light industrial facility. The fees would serve for the construction and acquisition of public facilities. The RCSD’s ability to support the needs of future growth is dependent upon their financial ability to hire additional deputies. In addition, a growing population would require the RCSD to secure sites for and construct new detention facilities on a timely basis. Payment of these fees would assist in the funding and construction of new sheriff facilities and would minimize the project’s operational impacts to sheriff protection services to the greatest extent practicable.

Additionally, project implementation could result in adverse physical impacts associated with the provision of a new or physically altered sheriff protection facility. The actual need for a new sheriff station or alteration to an existing station would be verified and dependent upon RCSD’s service response times and capacities at the time the entitlement application is submitted to the County. Future construction and operation of a new sheriff station would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Adherence to the Policy LU 10.1 and Ordinance No. 659 would reduce impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SCHOOLS

PS-3 FUTURE DEVELOPMENT ASSOCIATED WITH PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, 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 SCHOOLS.



Impact Analysis

As previously noted, the project area is served by the HUSD and MUSD. Table 4.15-1, *Schools in Project Area*, lists the schools within the project area.

The project proposes land use and policy changes that would facilitate development within the project area. Project implementation would increase the project area's residential uses by approximately 12,329 DU, with corresponding population growth, which would incrementally increase the demand for school facilities within the MUSD and HUSD. It should be noted that feasible future development under the proposed project is assumed to occur over through 2040; thus, any increase in demand for school services would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 4.12, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

Table 4.15-3, *Estimated Student Generation*, outlines the estimated student generation associated with future development according to school level. Overall, the project would generate a student population growth of approximately 10,061 students, which would incrementally increase the demand for school facilities, as well as personnel and equipment over time.

Table 4.15-3: Estimated Student Generation

School Type	Generation Factors	Proposed Project Student Population Generation
Elementary School	0.369 students per DU	+4,550 students
Middle School	0.201 students per DU	+2,478 students
High School	0.246 students per DU	+3,033 students
Total Students		10,061 Students
Notes:		
1. Based on estimated proposed project implementation generation increase of 12,329 DU.		
Source: Riverside County EIR No. 521, 2015.		

Therefore, project implementation could result in adverse physical impacts associated with the provision of a new or physically altered school facility. Regardless, the actual need for a new school facility or alteration to an existing facility would be verified and dependent upon the school district's capacities at the time the entitlement application is submitted to the County. Construction and operation of a new school would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Given it is unknown if, and when a school would be constructed, and since construction and operation would be subject to review under CEQA, the project would not result in an adverse physical effect on the environment concerning a future school. A less than significant impact would occur, and no mitigation is required.

Future development facilitated by the project would generate student population growth in both the HUSD and MUSD which would incrementally increase the demand for school facilities and services. It is the County's policy to monitor public services in coordination with applicable school



districts to ensure that growth does not exceed acceptable levels of service (Policy LU-5.2). Any future housing development facilitated by the project would be subject to compliance with SB 50 requirements, which allow school districts to collect impact fees from developers of new residential projects to offset the cost of new development. Pursuant to SB 50, payment of fees to the applicable school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual development projects occurring under the proposed project would be required to pay the required SB 50 statutory fees, so that school facilities can be constructed/expanded, if necessary, to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

OTHER PUBLIC FACILITIES (LIBRARIES)

PS-4 FUTURE DEVELOPMENT ASSOCIATED WITH PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, 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.

Impact Analysis

The French Valley Library is the only library within the project area located at 31526 Skyview Road. Project implementation would increase the project area's residential uses by approximately 12,329 DU, with corresponding population growth, which would incrementally increase the demand for library facilities within the RCLS. It should be noted that feasible future development under the proposed project is assumed to occur over through 2040; thus, any increase in demand for library services would occur gradually as additional development and associated population growth is added to the project area. As concluded in [Section 4.12](#), future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

To reduce impacts to library services, future development would be subject to compliance with General Plan Policy LU 10.1 and Ordinance No. 659, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new library facilities. As noted in [Section 4.15.2](#), a portion of the project area is within CSA 146, Lakeview/Nuevo/Romoland/Homeland, which provides library services to the project area.



Future development within this CSA will be subject to special taxes and assessments for library services. For future development outside of CSA 146, the RCLS ultimately will be responsible for future modifications and or expansion to accommodate growth within its service area. Further, future development projects would have access to the recently opened Menifee Library, located west of the project area at 28798 La Piedra Road. The Menifee Library is also managed by the RCLS and would assist in accommodating growth facilitated by the project. As a result, impacts to library services would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

4.15.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable public service impacts would occur as a result of the project.



4.16 RECREATION

This section assesses the potential for recreation impacts using accepted methods of evaluating impacts to recreational resources. Information in this section is based on the following:

- County of Riverside General Plan
- County of Riverside Environmental Impact Report No. 521 (EIR No. 521),
- Riverside County Code of Ordinances

4.16.1 EXISTING SETTING

Riverside County has numerous natural and recreational resources that offer residents and visitors a myriad of recreational opportunities while providing valuable buffers within built-up urban spaces. The locations of existing parks and recreational areas in unincorporated Riverside County are shown in County of Riverside Environmental Impact Report No. 521 [Exhibit 4.16.1, *Map of Existing Parks and Recreational Resources in Riverside County*](#). A summary of all the existing parks within unincorporated Riverside County is also provided in EIR No. 521 [Table 4.16-A, *Park and Recreational Jurisdictional Totals within Riverside County*](#).

Most of the Winchester PA is comprised of agricultural uses and undeveloped lands; refer to [Exhibit 3-6, *Existing Land Uses – Winchester Policy Area*](#). The two most prominent existing land uses in the Winchester PA are agricultural lands and water (i.e., Diamond Valley Lake).

The Highway 79 PA, which encompasses the Winchester PA, is generally more urbanized, particularly between the Green Acres and Homeland communities in the northern extent and Nicholas Road and Abelia Street in the southern extent. The Highway 79 PA is primarily residential but includes supporting neighborhood commercial and light industrial uses; refer to [Exhibit 3-7, *Existing Land Uses – Highway 79 Policy Area*](#).

As indicated in [Table 3-2](#) and [Exhibit 3-5](#), the project area's recreationally-designated lands total approximately 1,617 acres. The recreational resources in the project area include Winchester Park, Conestoga Park, Valley-Wide Recreation and Park District, Double Butte County Park, and Diamond Valley Lake, among others.

4.16.2 REGULATORY SETTING

FEDERAL

No Federal laws, ordinances, or regulations pertaining to parks and recreation apply to the project.



STATE

Quimby Act

The Quimby Act of 1975, (California Government Code Section 66477), commonly called the “Quimby Act,” allows a city or county to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and recreational purposes allows a city or county to require a maximum parkland dedication standard of 3.0 acres of parkland per 1,000 residents for new subdivision development unless the jurisdiction can demonstrate that the amount of existing neighborhood and community parkland exceeds that limit. In accordance with California Government Code Section 66477, a jurisdiction may establish a parkland dedication standard based on its existing parkland ratio, provided required dedications do not exceed 5.0 acres per 1,000 persons. Riverside County Ordinance No. 460, *Regulating the Division of Land* addresses park and recreation fees and dedications related to the Quimby Act; *Riverside County Code* Section below.

California Public Park Preservation Act of 1971

The California Public Park Preservation Act is the primary measure for protecting and preserving parkland in California. The legislation states that “No city, city and county, county, public district, or agency of the State, including any division department or agency of the State government, or public utility, shall acquire any real property, which property is in use as a public park at the time of such acquisition, for the purposes of utilizing such property for any non-park purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both.”

REGIONAL AND LOCAL

County of Riverside General Plan

Multipurpose Open Space Element

The following policies contained in the County of Riverside General Plan Multipurpose Open Space Element are applicable to the project in regard to recreational facilities:

- OS 20.1 Preserve and maintain open space that protects County environmental and other nonrenewable resources and maximizes public health and safety in areas where significant environmental hazards and resources exist.
- OS 20.2 Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.
- OS 20.3 Discourage the absorption of dedicated parklands by non-recreational uses, public or private. Where absorption is unavoidable, replace parklands that are absorbed by other uses with similar or improved facilities and programs.



4.16 Recreation

- OS 20.4 Provide for the needs of all people in the system of the County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities or age.
- OS 20.5 Require that development of recreation facilities occurs concurrent with other development in an area.
- OS 20.6 Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites.

Land Use Element

The following policy contained in the County of Riverside General Plan Land Use Element are applicable to the project in regard to recreational facilities:

- LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and daycare centers transportation systems, and fire/police/medical services.

Harvest Valley/Winchester Area Plan

The following policies contained in the Harvest Valley/Winchester Area Plan are applicable to the project in regard to recreational facilities:

HWAP 8.24 Include local neighborhood parks and as feasible, community parks and recreation facilities, and convenient pedestrian, bicycle, bus transit, and automobile access to them from surrounding neighborhoods and community areas.

HWAP 8.32 Include, as appropriate, local neighborhood parks, community park and recreation facilities, convenient pedestrian, bicycle, and as appropriate, bus transit and automobile access to them from surrounding neighborhood and community areas.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies that are intended to protect existing recreational facilities within Riverside County:

Ordinance No. 460, *Regulating the Division of Land*: This ordinance establishes the key provisions addressing the division of land in Riverside County. Among other things, in RCC Section 16.20.020, *Parks and recreation fees and dedication*, it specifies that: “Whenever land that is proposed to be divided for residential use lies within the boundaries of a public agency designated to receive dedications and fees pursuant to this section, a fee and/or the dedication of land shall be required as a condition of approval of the division of land.” It further specifies that dedication of 3.0 acres of parkland per 1,000 population, or payment of a fee in-lieu of such dedication, is necessary for the “public interest, convenience, health, welfare and safety.” The



fee and/or land dedications or improvements can only be used to provide neighborhood and community parks that would serve the proposed development.

Ordinance No. 328, *Rules and Regulations for the Government of County or District Owned or Operated Parks and Open Space Areas*: This ordinance prescribes rules and regulations for parks and open space areas within Riverside County for the purpose of maintaining the integrity and effective use of such areas for recreational purposes. The ordinance also regulates the following: those uses allowed in parks/open space areas, the circulation of vehicles throughout the recreational areas and the maintenance and protection of landscaped areas.

Riverside County Regional Park and Open-Space District Comprehensive Trails Plan

The Riverside County Regional Park and Open-Space District Comprehensive Trails Plan (Trails Plan) identifies the County’s existing and planned trails, makes recommendations for meeting one of the Plan’s key goals to provide a backbone countywide network of primary trails that connect to local trail networks in municipalities, parks, and public lands. The Trails Plan provides policies, a recommended backbone trail network, and design standards to encourage and promote new trails and improve existing trails. Provided policies are related to trail funding, maintenance, future planning, and operations. Implementation strategies, including funding sources and potential partnerships are also provided. A series of preferred cross sections are recommended for backbone trail development, to accommodate multiple trail user types.

County Service Areas

County Service Areas are intended to provide a means of providing expanded service levels in areas where residents are willing to pay for the extra service. In Riverside County, the Riverside County Business and Community Services Division (formerly the Economic Development Agency) oversees the operation of 60 County Services Areas (CSAs). The Division maintains 22 County-owned parks (as well as two water treatment facilities and over 8 million square feet of landscaping).¹ Each CSA is authorized to provide services based on each community’s needs. The CSA collects special taxes and assessments to provide services to specific County areas. CSA jurisdiction covers the entire unincorporated Riverside County and provides municipal services such as parks and recreation (as well as streetlights, landscaping, street sweeping, water and sewage, and road maintenance). The project area’s CSA’s and their corresponding services are listed below:²

- Homeland #43: Lighting
- Homeland #80: Lighting
- Sun City #84: Lighting

1 Riverside County Office of Economic Development, *County Service Areas*, <https://rivcoed.org/csa>, accessed June 9, 2021.

2 Riverside County Information Technology GIS, *Riverside County Map My County*, https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public, accessed June 9, 2021.



4.16 Recreation

- Murrieta-Temecula #103: Lighting, Flood Control
- Homeland #139: None
- Murrieta #143: Lighting
- Lakeview/Nuevo/Romoland/Homeland #146: Lighting, Library

There are no CSAs concerning recreational facilities in the project area.

4.16.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the State CEQA Guidelines contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

- Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (refer to Impact Statement REC-1);
- Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment? (refer to Impact Statement REC-2);

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

4.16.4 IMPACTS AND MITIGATION MEASURES

EXISTING FACILITIES

REC-1 PROJECT IMPLEMENTATION COULD INCREASE THE USE OF EXISTING NEIGHBORHOOD OR REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION WOULD OCCUR OR ACCELERATE.

Impact Analysis

The project proposes land use and policy changes that would facilitate development within the project area. Project implementation would increase the project area’s population by approximately 35,139 persons (see [Table 3-2](#)), which would incrementally increase the use of existing recreational facilities such that physical deterioration could occur or be accelerated. However, as concluded above, the project area has an existing surplus of parkland of approximately 1,006 acres, assuming the existing land use designations and approximately 506 acres of existing resources. Additionally, [Table 4.16-1, *Quimby Standard Existing and Revised*](#)



Condition, presents the existing and with project parkland demand based on the Quimby standard. As shown in Table 4.16-1, based on the forecast population and 3 acres of parkland per 1,000 residents, the project area’s future parkland demand would be approximately 611 acres. While the project would reduce recreational lands by 9 acres, there would remain 998 acres of surplus parkland. Ordinance No. 328 would maintain the integrity and quality of existing parkland while Policy OS 20.3 would require that parklands absorbed by other uses by replaced by improved facilities or programs.

Therefore, sufficient excess park and recreation land would exist to meet the forecast demand that would be generated by future residential development facilitated by the project, which would also avoid the overuse of existing recreational facilities such that substantial physical deterioration would occur or be accelerated.

Table 4.16-1: Quimby Standard Existing and Revised Condition

Quimby Standard	Existing Condition (No Project)	Revised Condition (With Project)	Difference
3.0 acres per 1,000 people	168,551 person	203,690 persons	+35,139 persons
	506 acres	611 acres	+105 acres

It is the County’s policy (LU 5.1) that development does not exceed the ability to adequately provide supporting infrastructure and services, such as recreational facilities. Therefore, the effects to existing parkland and availability of adequate parkland would be addressed on a project-by-project basis through compliance with CEQA. Additionally, future residential development facilitated by the project that involves the subdivision of land would be subject to compliance with Ordinance No. 460, which includes requirements for providing open space and the dedication of land or payment of in lieu fees for park or recreation purposes, whenever land that is proposed to be divided for residential use. Compliance with Ordinance No. 460 would be addressed on a project-by-project basis for individual projects within the project area. The County’s General Fund provides an additional source of funding for the maintenance and construction of new parks and recreation facilities, including property taxes collected from residents. As such, following compliance with the established regulatory framework, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of existing neighborhood or regional parks would occur. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



NEW FACILITIES

REC-2 PROJECT IMPLEMENTATION COULD INCLUDE OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT.

Impact Analysis

The project proposes land use and policy changes that would facilitate development within the project area. As concluded in Impact Statement 4.16-1 above, the project would create a demand for approximately additional 105 acres of parkland, for a total of approximately 611 acres. However, the project area's existing park and recreation land supply of approximately 1,609 acres would exceed the future parkland demand by approximately 998 acres; therefore, based on existing parkland, sufficient excess park and recreation land would exist to meet the increased demand generated by the project.

Additionally, all future residential development facilitated by the project that involves the subdivision of land would be subject to compliance with Ordinance No. 460, which includes requirements for providing open space and the dedication of land or payment of in lieu fees for park or recreation purposes, whenever land that is proposed to be divided for residential use. Adherence to mandatory discretionary permit requirements and regulations for providing recreation would support the County's goals for providing sufficient recreation opportunities for residents. If in the future it is determined that construction of new recreational facilities is warranted, that proposal would be subject to discretionary permits and CEQA evaluation prior to approval to determine whether adverse physical effects on the environment would occur. Therefore, the project would not result in an adverse physical effect on the environment concerning construction or expansion of recreational facilities. Impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

4.16.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable recreational impacts would occur as a result of the proposed project.



This page intentionally left blank.



4.17 TRANSPORTATION

This section evaluates potential transportation-related impacts resulting from construction and operation of the proposed project. Mitigation measures are recommended, as indicated, to avoid or reduce project impacts on transportation. This section is primarily based on the *Draft SB 743 Analysis* (VMT Analysis) prepared by Kimley-Horn and Associates, Inc., dated December 1, 2020; see [Appendix E, VMT Analysis](#), as well as the following sources:

- County of Riverside General Plan
- County of Riverside Draft Environmental Impact Report No. 521 (Draft EIR No. 521)

4.17.1 EXISTING SETTING

EXISTING STREET SYSTEM

As shown in [Exhibit 4.17-1, Existing Street Network](#), regional access to the project area is provided via State Route (SR)-79 (also called Winchester Road). SR-79 is oriented north-south through the project area's central portion. According to the General Plan, SR-79 is designated as an Expressway (184' to 220' right-of-way [ROW]) within the project area from the southern boundary to Domenigoni Parkway. From Domenigoni Parkway north to SR-74, SR-79 is designated as a Major roadway (118' ROW). Note that a short segment, from 9th Street to Grand Avenue, is classified as an Urban Arterial (152' ROW). From the southern project area boundary to Technology Drive, SR-79 is a six-lane divided roadway. From Technology Drive to Domenigoni Parkway, SR-79 is four-lane divided roadway. From Domenigoni Parkway to the northern project area boundary, SR-79 is a two-lane undivided roadway. There are other key roadways within project area discussed below using classifications from the County's Circulation Element and Map My County website.¹

SR-74 – SR-74 is oriented east-west across the project area's northern portion. Spanning the project area's width, SR-74 is classified as an Expressway (184' to 220' ROW). SR-74 is generally a four-lane roadway with a center two-way left-turn lane.

Simpson Road – Simpson Road is oriented east-west through the project area's northern portion. From the western project boundary to Leon Road, Simpson Road is classified as a Secondary roadway (100' ROW). From Leon Road to the eastern project boundary, it is classified as a Major roadway (118' ROW). Simpson Road, within the project area, is generally a two-lane undivided roadway.

Domenigoni Parkway – Domenigoni Parkway runs east-west through the project area's north-central portion and is classified as an Urban Arterial (152' ROW). From the western project area boundary to SR-79, Domenigoni Parkway is classified as a six-lane divided roadway, and from SR-79 to the eastern project area boundary, it is improved as a four-lane divided roadway.

¹ Map My County Website, https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public, accessed May 2021.



Scott Road – Scott Road is oriented east-west through the project area’s central portion and is also classified as an Urban Arterial. Scott Road within the project area is a two-lane undivided roadway.

Briggs Road – Briggs Road is oriented north-south through the project area’s western portion and is classified as a Major roadway. Briggs Road within the project area is a two-lane undivided roadway.

Leon Road – Leon Road is oriented north-south through the project area’s western portion. From Clinton Keith Road to Holland Road, it is classified as a Major roadway. From Holland Road north to Grand Avenue, it is classified as an Arterial roadway (128’ ROW). Note that a small section, from Domenigoni Parkway to Olive Avenue, is classified as an Urban Arterial. Leon Road within the project area is primarily a two-lane undivided roadway.

EXISTING TRANSIT SERVICE

The Riverside Transit Agency (RTA) operates local public transit service throughout western Riverside County, including through the project area. Exhibit 4.17-2, *Public Transportation System*, depicts transit routes within the project area. The following transit services are available in the project area:

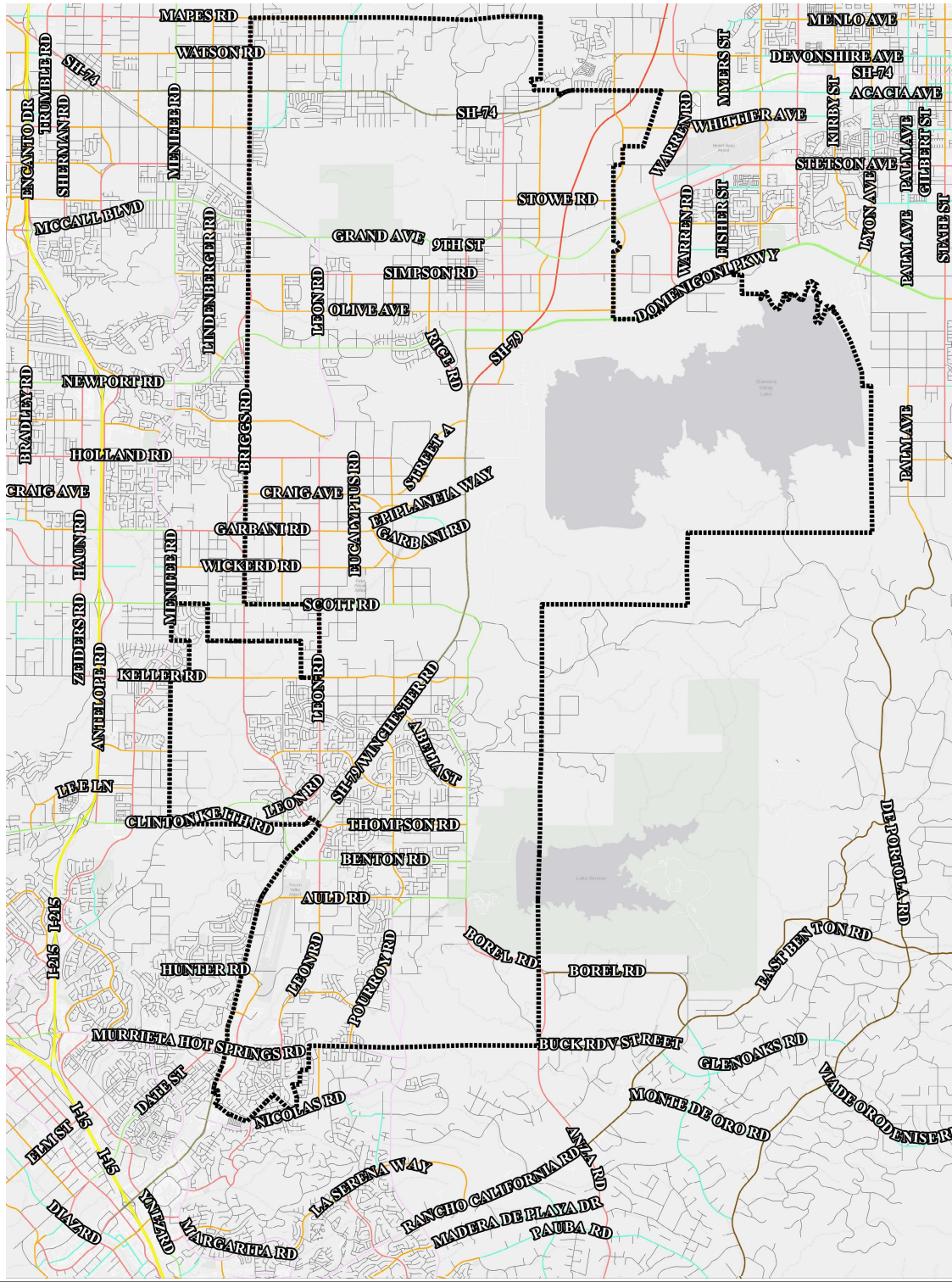
- RTA Bus Route 28 travels along SR-74, connecting Perris Transit Station Center, Hemet Valley Mall, and Florida Avenue & Lincoln Avenue;
- RTA Bus Route 79 travels along SR-79; and
- RTA Bus Route 74 travels along Domenigoni Parkway, SR-79, and Simpson Road.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES











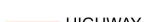

Exhibit 4.17-3, *Bikeways and Trails Map*, illustrates the project area’s existing and proposed trails and bike paths. The General Plan Circulation Element includes a countywide trail system; see the Circulation Element for descriptions of the various types of trails and bikeways. Circulation Element Figure C-6, Riverside County Trails and Bikeway System, identifies the following types of existing and proposed trails and bikeways within the project area:

- Existing Non-County Trails – 25.9 miles
- Existing Wine Country Roadside Trail – 0.01 mile
- Proposed Class I Bike Paths – 9.1 miles
- Proposed Combination Trails – 3.6 miles
- Proposed Community Trails – 63.5 miles
- Proposed Design Guidelines Trail (Lakeview/Nuevo Trail) – 0.01 mile
- Proposed Regional Trails – 33.5 miles
- Proposed Regional/Open Space Trails – 19.7 miles

11/11/2021, 11:41:18 AM H:\p\data\186399\GIS\MXD\BlankTemplate.mxd



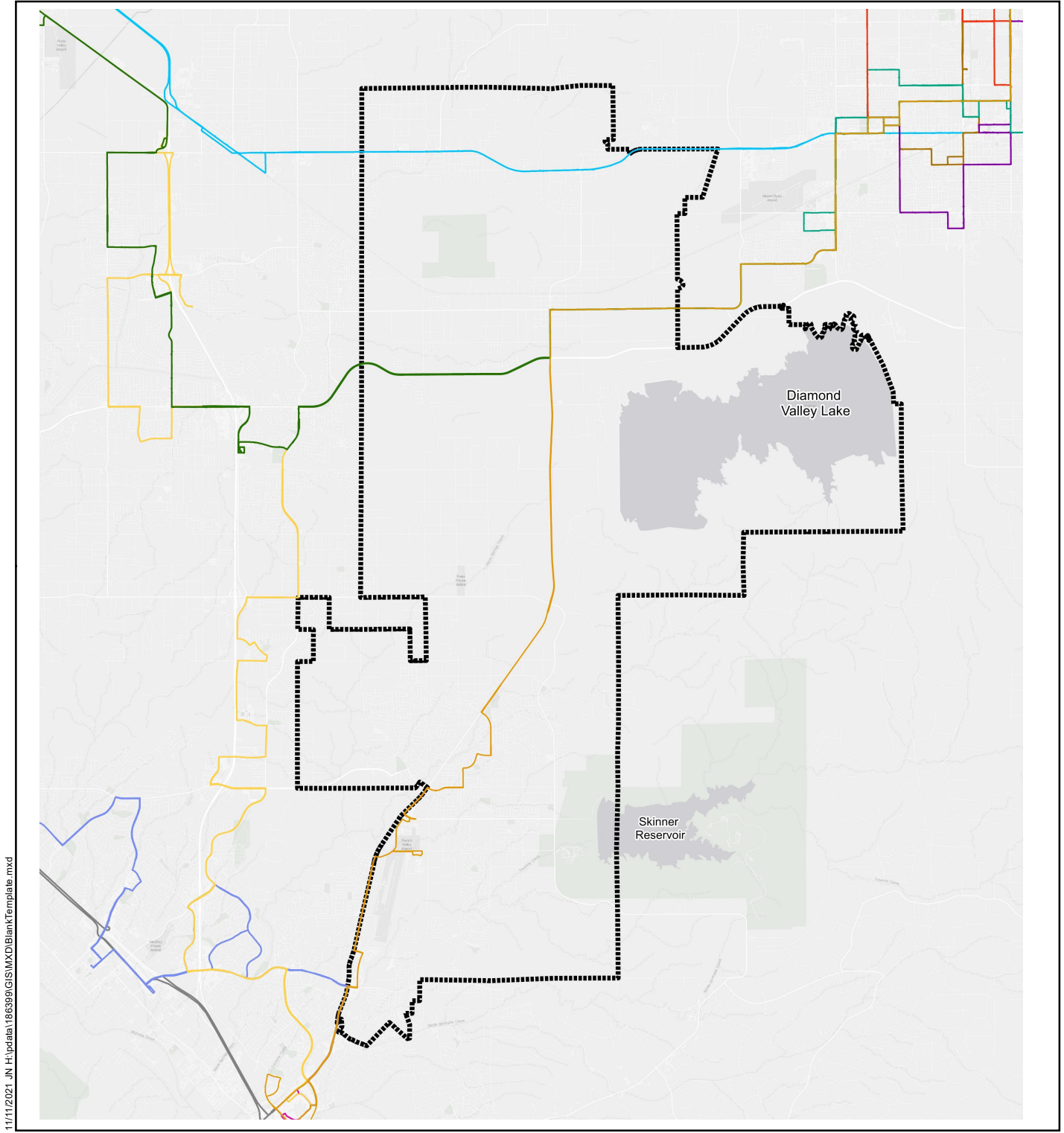
Legend

	Project Area		MAJOR
	Centerline		MOUNTAIN ARTERIAL
	ARTERIAL		MOUNTAIN ARTERIAL - 4 LANE
	COLLECTOR		SECONDARY
	EXPRESSWAY		URBAN ARTERIAL
	HIGHWAY		
	INTERSTATE		















Source: Riverside County Mapping Portal, 2021; Kimley-Horn, 2021

WINCHESTER COMMUNITY PLAN
 ENVIRONMENTAL IMPACT REPORT
Existing Street Network



11/11/2021, JN H:\pdata\186399\GIS\MXD\BlankTemplate.mxd

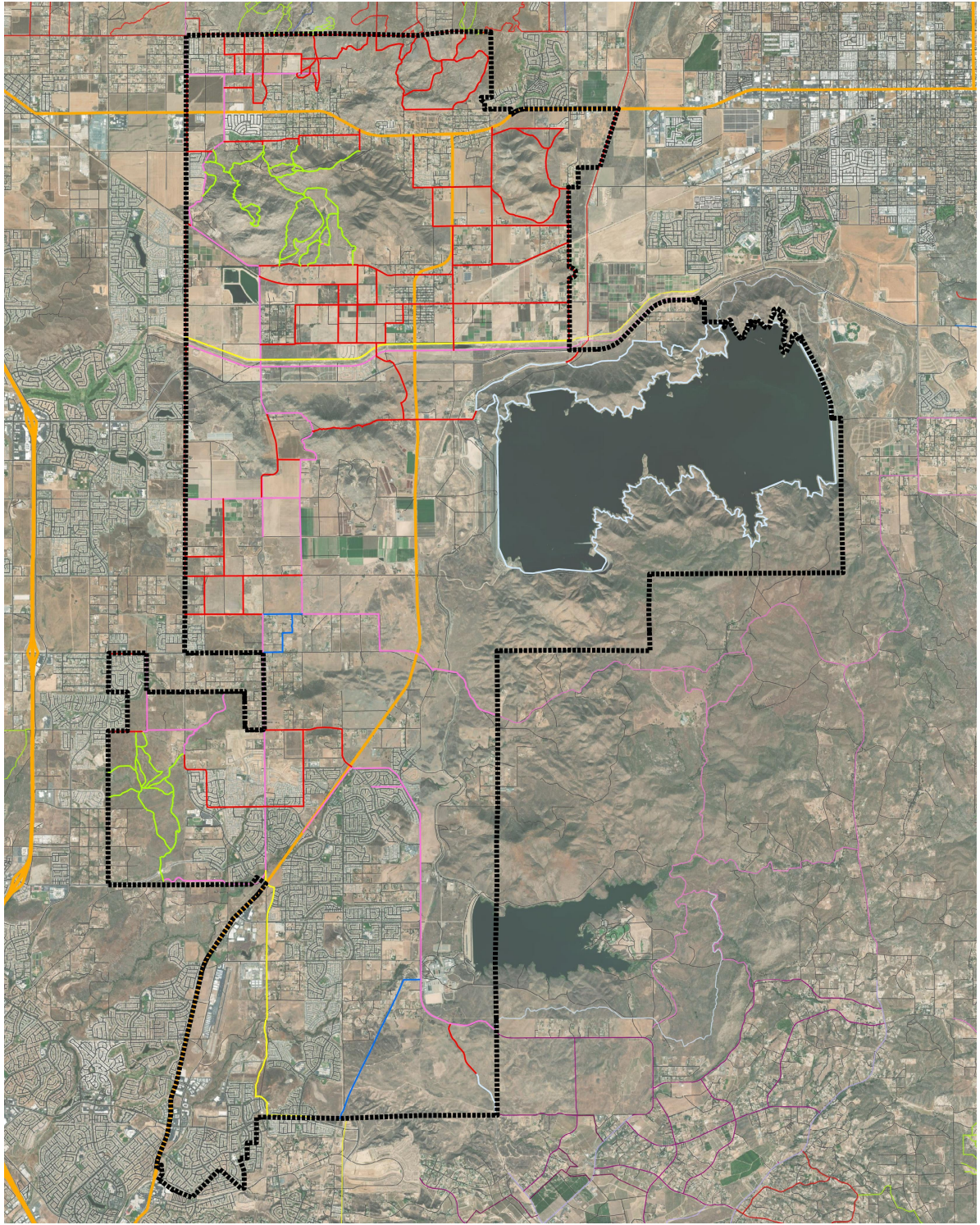
Legend	
 Project Area	Route 23, Temecula - Murrieta - Wildomar
	Route 24, Promenade Mall - Temecula Valley Hospital
	Route 28, Lincoln & Florida to Perris STC
	Route 31, Hemet - Beaumont - Moreno Valley
	Route 32, Hemet Valley Mall - Mount San Jacinto College
	Route 33, Hemet Valley Mall - Sanderson- East Hemet
	Route 42, Hemet Valley Mall - San Jacinto - Soboba Casino
	Route 61, Perris-Menifee-Murrieta-Temecula
	Route 74, San Jacinto-Hemet-Sun City-Perris
	Route 79, San Jacinto-Hemet-Winchester-Temecula
	Route 205, Temecula-Corona-Village at Orange
	Route 206, Temecula-Corona Express



Source: Riverside County Mapping Portal, 2021; Kimley-Horn, 2021

WINCHESTER COMMUNITY PLAN
 ENVIRONMENTAL IMPACT REPORT
Public Transportation System

11/11/2021, 11:41:18 AM H:\pdata\186399\GIS\MXD\BlankTemplate.mxd



Legend



Project Area

Bikeway and Trail Classification

Highway

Roads

CLASS I BIKE PATH

COMBINATION TRAIL

COMMUNITY TRAIL

DESIGN GUIDELINES TRAIL

NON-COUNTY TRAIL

REGIONAL TRAIL

REGIONAL/OPEN SPACE TRAIL

WINE COUNTRY ROADSIDE TRAIL



Source: Riverside County Mapping Portal, 2021; Kimley-Horn, 2021

WINCHESTER COMMUNITY PLAN
ENVIRONMENTAL IMPACT REPORT

Bikeways and Trails Map



4.17.2 REGULATORY SETTING

FEDERAL LEVEL

Surface Transportation Assistance Act

The Surface Transportation Assistance Act (STAA) of 1982 was a comprehensive transportation funding and policy act of the federal government. The STAA addresses concerns about the surface transportation infrastructure (highways and bridges) and defines state truck routes and key freight corridors.

STAA Sections 411-412, *National Truck Network*, first authorized the establishment a national network of highways, which are designated for use by large trucks and on which federal width and length limits apply. The National Network includes most of the Interstate Highway System and other, specified non-Interstate highways. Section 412 also specifically prohibits any state from denying reasonable access to the National Network. Trucks within federal width and length limits are referred to as “STAA trucks.”

STATE LEVEL

Senate Bill 743

In September 2013, the Governor’s Office of Planning and Research (OPR) signed Senate Bill (SB) 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. SB 743 identifies vehicle miles traveled (VMT) as the most appropriate CEQA transportation metric and eliminates auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Natural Resources Agency certified and adopted the CEQA statute (14 California Code of Regulations Section 15064.3). Per the CEQA statute, the VMT guidelines became effective statewide beginning July 1, 2020.

Technical Advisory on Evaluating Transportation Impacts in CEQA

OPR released the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) in December 2018. The Technical Advisory aids in the transition from LOS to VMT methodology for transportation impact analysis under CEQA. The advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

Caltrans California Manual on Uniform Traffic Control Devices

The California Manual on Uniform Traffic Control Devices (CA MUTCD) is published by Caltrans and is issued to adopt uniform standards and specifications for all official traffic control devices, in accordance with Section 21400 of the California Vehicle Code. Effective March 27, 2020, Caltrans prepared Revision 5 of the CA MUTCD. The updated CA MUTCD includes the Federal Highway Administration’s MUTCD 2009 edition (revised in May 2012), as amended for use in California. The updated CA MUTCD also includes policies on traffic control devices issued by Caltrans since March 29, 2019, and other corrections and format changes.



LOCAL LEVEL

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and State governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with State greenhouse gas emissions reduction goals, such as Senate Bill (SB) 375.

Riverside County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California to prepare a Congestion Management Program (CMP). The Riverside County Transportation Commission (RCTC) was designated as the Congestion Management Agency in 1990. The CMP was prepared and adopted by RCTC in 2011 in consultation with Riverside County and cities in Riverside County, in an effort to align land use, transportation, and air quality management efforts and promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

Through the use of traffic impact analysis reports and Comprehensive Transportation Plan model forecasts, the CMP evaluates proposed land use decisions to ensure adequate transportation network improvements that are developed to accommodate future growth in population. If a CMP facility is found to fall below the LOS standard, either under existing conditions or future conditions, a deficiency plan must be prepared, adopted, and implemented by local jurisdictions that contribute to such situations. Annual monitoring activities provide a method of accountability for those local jurisdictions required to mitigate a network facility with a substandard LOS. While this interjurisdictional approach provides political and technical consistency for future development in the County, the CMP is only a mechanism to be used to guide efforts in a more efficient manner. It is not to be considered a replacement to the RTP.

Riverside County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled

Adopted in December 2020, the *Riverside County Transportation Analysis Guidelines for LOS and VMT* (Guidelines) purpose is to provide instructions for analyzing projects in compliance with: (1) the County's General Plan policies; and (2) transportation related VMT analysis as required under CEQA.

All projects, whether public or private, requiring a discretionary approval trigger the CEQA review process. The objective of this process, in part, is to identify significant environmental impacts, including those from transportation impacts. Under the State CEQA Guidelines, VMT is the



principal measure for determining transportation impacts. Where necessary, projects will be required to prepare a VMT analysis to identify project impacts and mitigation measures.

Western Riverside Council of Governments

Implemented in 2003, the Transportation Uniform Mitigation Fee (TUMF) is the largest multi-jurisdictional fee program in the nation. Under the TUMF, western Riverside County is divided into five zones. The TUMF is structured so that 45.7 percent of funds generated in each zone go back to that zone to be programmed for projects. Another 45.7 percent is allocated to regional inter-zone projects programmed by RCTC, and 3.13 percent is allocated for regional transit projects programmed by the RTA. Lastly, 1.47 percent of TUMF collections are allocated to the Western Riverside County Regional Conservation Authority for habitat acquisitions to mitigate impacts created by regional transportation projects.

County of Riverside General Plan

The following policies contained in the County of Riverside General Plan Circulation Element are applicable to the project regarding transportation:

- C 1.7 Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.
- C 1.8 Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code §§ 65040.2 and 65302.
- C 2.3 Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements.
- C 2.4 The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.
- C 2.5 The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.
- C 2.6 Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto, and Banning. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to



accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation infrastructure.

- C 2.7 Maintain a program to reduce overall trip generation in the Highway 79 Policy Area (Figure C-2) by creating a trip cap on residential development within this policy area which would result in a net reduction in overall trip generation of 70,000 vehicle trip per day from that which would be anticipated from the General Plan Land Use designations as currently recommended. The policy would generally require all new residential developments proposals within the Highway 79 Policy Area to reduce trip generation proportionally and require that residential projects demonstrate adequate transportation infrastructure capacity to accommodate the added growth.
- C 3.1 Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.
- C 3.2 Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.
- C 3.5 Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.
- C 3.6 Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.
- C 3.7 Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
- C 3.8 Restrict heavy duty truck through-traffic in residential and community center areas and plan land uses so that trucks do not need to traverse these areas.
- C 3.9 Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.
- C 3.10 Require private and public land developments to provide all onsite auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken



to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

- C 3.11 Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off-ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.
- C 3.16 Dedicate necessary rights-of-way as part of the land division and land use review processes.
- C 3.17 Ensure dedications are made, where necessary, for additional rights-of-way or easements outside the road rights-of-way that are needed to establish slope stability, or drainage and related structures. These dedications shall be made by land dividers or developers to the responsible agency during the land division and land use review process.
- C 3.18 Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes.
- C 3.21 Consider granting a reduction in improvement requirements for land divisions involving parcels greater than 20 acres in size and designated as agriculture on the General Plan Land Use map.
- C 3.24 Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.
- C 3.26 Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.
- C 3.31 Through the development review process, identify existing dirt roads serving residential areas which may be impacted by traffic from new developments, and design new developments such that new traffic is discouraged from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads.
- C 3.33 Assure all-weather, paved access to all developing areas.



4.17 Transportation

- C 4.1 Provide facilities for the safe movement of pedestrians within developments, as specified in the Riverside County Ordinances Regulating the Division of Land of the County of Riverside.
- C 4.2 Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.
- C 4.3 Assure and facilitate pedestrian access from developments to existing and future transit routes and terminal facilities through project design.
- C 4.6 Consult the Riverside County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.
- C 4.7 Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.
- C 4.8 Coordinate with all transit operators to ensure that ADA compliant pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility may not be otherwise warranted.
- C 5.3 Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.
- C 6.2 Require all-weather access to all new development.
- C 6.7 Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.
- C 8.3 Use annexations, development agreements, revenue-sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.
- C 8.4 Prepare a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period consistent with State and federal requirements.
- C 11.2 Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community centers, tourist and



employment centers), as indicated in ordinances regulating the division of land of the County of Riverside.

- C 11.4 Offer incentives to new development to encourage it to locate in a transit-oriented area such as a community center or along a designated transit corridor near a station.
- C 16.4 Require that all development proposals located along a planned trail or trails provide access to, dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve planned trail alignments and trailheads.
- a) Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems.
 - b) Ensure that new gated communities, and where feasible, existing gated communities, do not preclude trails accessible to the general public from traversing through their boundaries.
 - c) Provide buffers between streets and trails, and between adjacent residences and trails.
 - d) Make use of already available or already disturbed land where possible for trail alignments.
 - e) Require that existing and proposed trails within Riverside County connect with those in other neighboring city, county, State, and federal jurisdictional areas.
- C 17.2 Require bicycle access between proposed developments and other parts of the Riverside County trail system through dedication of easements and construction of bicycle access ways.
- C 17.4 Ensure that alternative modes of motorized transportation, such as buses, trains, taxi cabs, etc., plan and provide for transportation of recreational and commuting bicyclists and bicycles on public transportation systems. Coordinate with all transit operators to ensure that bicycle facilities are provided along and/or near all transit routes, whenever feasible. New land developments shall be required to provide bicycle facilities to existing or future planned transit routes.
- C 20.6 Control dust and mitigate other environmental impacts during all stages of roadway construction.
- C 20.15 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.



Harvest Valley/Winchester Area Plan

The following policies contained in the Harvest Valley/Winchester Area Plan (HVWAP) are applicable to the project in regard to transportation:

- HVWAP 7.1 Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto and Banning Policy Area. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation.
- HVWAP 8.20 Design and locate development to provide for walkable connections between on-site uses, and convenient pedestrian and bicycle connections, and as feasible and appropriate, bus and train shuttle connections (if passenger train service becomes locally available) to adjacent and nearby communities, businesses, parks and open space areas, and transit access opportunities.
- HVWAP 8.21 Utilize development design to facilitate convenient bus transit access to each neighborhood, and to provide for well-designed and convenient pedestrian, bicycle, and potential transit shuttle access to potential regional transit facilities. In addition, the Winchester Transit Center Neighborhood should be designed to accommodate frequent and convenient access for pedestrian, bicycle, bus and transit shuttle, and automobile access from surrounding neighborhoods to a potential on-site regional transit station located within the Winchester Transit Center Neighborhood.
- HVWAP 11.1 Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the System Design, Construction and Maintenance section of the General Plan Circulation Element.
- HVWAP 13.1 Maintain and improve the trails and bikeways system, as shown on Figure 9, and as it is discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.
- HVWAP 15.1 Support the development and implementation of a Transit Oasis system in the Community Center Overlays in accordance with the Public Transportation System section of the General Plan Circulation Element.
- HVWAP 16.1 Require the dedication of right-of-way along existing State Route 79 (Winchester Road) in accordance with Ordinance No. 461, which will accommodate future transportation/transit improvements.

Riverside County Bicycle Master Plan

The Riverside County Bicycle Master Plan is a component of the County's General Plan circulation system. The bikeways system is guided through the application of the County's



Bicycle Master Plan's policies, programs, and standards in conjunction with adopted bicycle routes.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies that are applicable to the project:

Ordinance No. 413, *Vehicle Parking*: Ordinance No. 413 establishes regulations to vehicle parking on Riverside County roadways.

Ordinance No. 452, *Speed Limits*: Ordinance No. 452 pertains to prima facie speed limits on Riverside County roadways and establishes or amends prima facie speed limits on certain Riverside County roads.

Ordinance No. 460, *Subdivision of Land*: Ordinance No. 460, in conjunction with the Subdivision Map Act, establishes regulations for the division of land and describes procedures. The ordinance also includes the provisions for the establishment of Road and Bridge Benefit Districts and associated fees.

Ordinance No. 461, *Road Improvement Standards and Specifications*: Ordinance No. 461 adopts Road Improvement Standards and Specifications.

Ordinance No. 499, *Encroachments in County Highways*: Ordinance No. 499, subject to the control of the Board of Supervisors, delegates to the Riverside County Transportation Director the administration of the use of county highways, including county roads, for excavations and encroachments; construction, operation and maintenance of utility facilities; planting, maintenance and removal of trees; and the issuance, modification, and revocation of permits for such uses.

Ordinance No. 659, *Development Impact Fees*: Ordinance No. 659 establishes and sets forth policies, regulations, and fees relating to the funding and installation of the facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects. A portion of the impact fee is required to be used for transportation signals as well as roads, bridges, and major improvements.

Ordinance No. 671, *Consolidated Fees for Land Use and Related Functions*: Ordinance No. 671 establishes a consolidated fee program for land use and related functions. This is a deposit-based fee (DBF) program and provides for unused fees to be refunded to the applicant.

Ordinance No. 726, *Transportation Demand Management Requirements for New Development Projects*: Ordinance No. 726 establishes policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning.

Ordinance No. 748, *Mitigation of Traffic Congestion Through Signalization*: Ordinance No. 748 establishes a fee program for the installation of traffic signals based on a priority list. The fee would also have a component for the installation of traffic signal interconnect, and a component for the application of intelligent transportation systems technologies.



Ordinance No. 787, *Ordinance of the County of Riverside Adopting the 2019 California Fire Code as Amended*: Ordinance 787 adopts by reference the 2019 California Fire Code, California Code of Regulations, Title 24, Part 9, as amended, to govern the safeguarding of life and property from fire, explosion hazards and hazardous conditions and to regulate the issuance of permits and collection of fees. Pursuant to Ordinance No. 787, new construction is required to demonstrate compliance with emergency access design standards as part of new construction to provide sufficient access for emergency equipment.

Ordinance No. 824, *Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program*: Ordinance No. 824 establishes a TUMF program for the western portion of Riverside County. The fees are collected by the County of Riverside and administered by the Western Riverside Council of Governments (WRCOG) to make roadway improvements in the WRCOG area. TUMF funds are intended for use solely for the engineering, construction, and ROW acquisition for regional facilities. TUMF funds may not be used to defray operational and maintenance expenses. Facilities eligible for TUMF are designated by WRCOG and updated periodically. They include streets, arterials and road improvements as defined in the ordinance.

4.17.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Appendix G of the State CEQA Guidelines contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (refer to Impact Statement TRA-1);
- Conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b) (refer to Impact Statement TRA-2);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TRA-3); and
- Result in inadequate emergency access (refer to Impact Statement TRA-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.



4.17.4 IMPACTS AND MITIGATION MEASURES

PROJECT TRAFFIC GENERATION

TRA-1 PROJECT IMPLEMENTATION COULD GENERATE TRAFFIC VOLUMES THAT WOULD CONFLICT WITH A PROGRAM PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES.

Impact Analysis

The project would amend the HVWAP, SWAP, SCMVAP, and SJVAP of the General Plan to revise the current Highway 79 Policy Area (PA) language by removing the nine percent reduction in density for residential projects. Revisions to the Highway 79 PA language would be carried throughout the General Plan document, where necessary, for internal consistency. Additionally, revisions to several policies within the Area Plans would occur as part of the project in order to address the transition from LOS to VMT thresholds in environmental assessment.

Rather, the project identifies a land use plan and related planning policies to guide change, promote quality development, and implement the community's vision for the area. Therefore, future implementing projects facilitated by the project may result in construction and operational impacts that could generate traffic volumes that would conflict with a program plans, ordinance or policy addressing the circulation system.

Construction Impacts

Temporary construction-related impacts are anticipated to include grading to construct buildings, access roads, signage, lighting, landscaping, onsite utilities, trails, and necessary infrastructure improvements to support implementing projects. Additional truck traffic and general traffic congestion are likely to occur during construction, which would result in temporary impacts to performance of the circulation system in the project area. No specific implementing project plans have been made at this time; however, site-specific Traffic Management Plans (TMPs) would be required to be implemented for each individual implementing project at the time of project design, to reduce traffic and circulation impacts resulting from construction.

Operational Impacts

The project would support future development of increased residential densities as well as commercial development. Long-term operational traffic resulting from the project would contribute to degradation to the performance of the circulation system in the project area in comparison to existing conditions. Applicable plans, policies, and regulations are discussed in [Section 4.17.2, *Regulatory Setting*](#).

Caltrans. Caltrans oversees the State's highway system. Caltrans construction practices require temporary traffic control planning during activities that interfere with the normal function of a roadway. The project does not propose site-specific development. However, it does propose land use and policy changes that would facilitate development within the project area. Future development facilitated by the project could include modifications to Caltrans facilities, and thus,



would be required to conduct site-specific traffic impact analyses relative to Caltrans facilities and comply with Caltrans requirements.

2020-2045 RTP/SCS (Connect SoCal). SCAG's 2020-2045 RTP/SCS aims to better align transportation investments and land use decisions, by striving to improve mobility and reduce greenhouse gases not just by building new and bigger infrastructure, but also by bringing housing and jobs closer together, making commutes shorter and making it easier to get around without a car. The SCAG region is comprised of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The project area is located in western Riverside County. Project objectives include reducing distances between housing, workplaces, commercial uses, and other amenities and destinations; and promoting more compact development and land use synergy (e.g., residents provide patrons for commercial uses, which provide amenities for residents). The project would also revise several policies within the Circulation Element to address the transition from level of service (LOS) to vehicle miles travelled (VMT) thresholds in environmental assessments such as this document. Further, future development projects would be evaluated by the County on a case-by-case basis to ensure that adequate access and circulation to and within the development would be provided and impacts to motorists, bicyclists, pedestrians, and transit users are minimized. As such, the project would improve mobility, accessibility, reliability, and travel safety in the project area, which indirectly connects to the overall mobility, accessibility, reliability, and travel safety of the people and goods in the SCAG region.

County of Riverside General Plan. The General Plan Circulation Element's intent, among others, is to provide a plan to achieve a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the General Plan's rural, suburban, or urban context. As discussed in Section 3.0, Project Description, the project proposes to amend the existing HVWAP, SWAP, SCMVAP, and SJVAP to revise the current Highway 79 PA language by removing the nine percent reduction in density for residential projects. The removal of this policy would allow for full development of residential uses throughout the Highway 79 PA, increasing the potential residential development capacity within by nine percent. No land use designation changes are proposed associated with the amendment; it is limited to removing the development restriction on residential uses. Revisions to the Highway 79 PA language would be carried throughout the General Plan document, where necessary, for internal consistency.

Future development facilitated by the project could modify existing or propose new transit, roadway, bicycle, and pedestrian facilities, and thus, would be subject to discretionary permits and be required to comply with all applicable County General Plan Circulation Element policies and Riverside County regulations, as well as the service providers' (e.g., RTA, Caltrans) relevant facility design standards. This includes policies and regulations required to improve public access and safety for people who walk and bike, and to improve the transportation system, as applicable.

In addition, future development in the project area would be subject to payment of applicable County Development Impact Fees including the TUMF and would be conditioned to construct roadway improvements as required to address access and capacity needs and meet General Plan policies.



4.17 Transportation

As a result, future development facilitated by the project would not conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

VEHICLE MILES TRAVELED

TRA-2 PROJECT IMPLEMENTATION COULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).

Impact Analysis

VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. VMT allows for an analysis of a project’s impact throughout the jurisdiction rather than only in the vicinity of the proposed project allowing for a better understanding of the full extent of a project’s transportation-related impact. The project’s VMT analysis was prepared based on Riverside County’s *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled*, adopted December 2020. The VMT Analysis is included in [Appendix E](#) and is summarized below.

VMT Thresholds

VMT thresholds of significance for Riverside County are summarized in [Table 4.17-1, VMT Thresholds of Significance](#). Since the project is comprised of a series of policy documents and policy revisions, and includes multiple land uses within the Highway 79 PA and Winchester PA (residential, office, retail, etc.), the threshold of significance is based on all the categories listed in the table.

Table 4.17-1: VMT Thresholds of Significance

Land Use	VMT Threshold	Basis
Residential	15.19 VMT per capita	Existing Countywide average VMT per capita
Employment-Based VMT Generators	14.24 Work VMT/Employee	Existing Countywide average Work VMT per employee
Retail	Net regional change	Using the County as the basis
Other Employment	Work VMT/Employee	Existing Countywide average Work VMT per employee for similar land uses
Other Customer	Net regional change	Using the County as the basis

Source: Riverside County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled, December 2020.

Analysis Scenarios

The VMT analysis was completed using Riverside County’s travel demand model, RIVTAM. RIVTAM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. RIVTAM is a



travel demand forecasting model that represents a sub-area (Riverside County) of the SCAG regional traffic model. RIVTAM was designed to provide a greater level of detail and sensitivity in the Riverside County area as compared to the regional SCAG model. The County Guidelines identify RIVTAM as the appropriate tool for conducting VMT modeling for land use projects within the County of Riverside.

The RIVTAM Model maintains a base year condition of 2012 which, for purposes of this analysis, is considered to be representative of existing conditions. The RIVTAM Model planning horizon year is 2040. The VMT analysis was conducted for existing and cumulative scenarios and results were compared to existing conditions. The analysis includes the following scenarios:

- **Existing Conditions:** Based on 2012 RIVTAM Model conditions.
- **Existing Plus Project Conditions:** Based on 2012 RIVTAM Model with the proposed project land uses; see [Table 3-1, *Proposed General Plan Land Use Designations*](#).
- **Cumulative No Project Conditions:** Based on 2040 RIVTAM Model conditions without the proposed project area land uses.
- **Cumulative Plus Project Conditions:** Based on 2040 RIVTAM Model conditions with the proposed project land uses.
- **Cumulative Plus Project Conditions with Regional Control Totals Maintained:** Based on 2040 RIVTAM Model conditions with proposed project land uses. The 2040 RIVTAM Model land use control totals (total housing and employment) were held constant as compared to the Cumulative No Project Conditions by redistributing, on a weighted base, land use outside the Winchester Policy Area (PA) within unincorporated Riverside County.
- **Cumulative No Project Conditions with City of Menifee Update:** Based on 2040 RIVTAM Model conditions without proposed project land uses but with City of Menifee provided land use updates representing their forecasted 2040 conditions.²
- **Cumulative Plus Project Conditions with City of Menifee Update:** Based on 2040 RIVTAM Model conditions with the proposed project land uses and with City of Menifee provided land use updates representing their forecasted 2040 conditions.³

VMT Analysis

VMT significance thresholds are based on land use type, broadly categorized as efficiency and net change metrics. Efficiency metrics include VMT/Capita (Residential) and Work VMT/employee (Employee-Based VMT) and are presented below in [Table 4.17-2, *Project VMT Impact Evaluation – Efficiency Metrics*](#).

The calculations of VMT efficiency metrics have two components – the total number of trips generated and the average trip length of each vehicle. As the project involves both residential

² Based on preliminary analysis completed by Kimley-Horn for the City of Menifee related to their assessment of the planned Garbani Road/I-215 Interchange.



and non-residential trips, trip productions and attractions were used from the all home-based trip purposes and home-based-work trip purpose matrices, respectively. Using the peak and off-peak person trip matrices, skim (distances) matrices and appropriate occupancy rates, VMT was calculated for the project traffic analysis zones (TAZs). Table 4.17-2 shows the efficiency metric results for the analysis scenarios. Table 4.17-2 results are summarized below under the Conclusion Section.

Table 4.17-2: Project VMT Impact Evaluation – Efficiency Metrics

Analysis Scenario	Residential VMT/Capita	Threshold Performance	Employment-Based VMT/Employee	Threshold Performance
Riverside County Thresholds	15.19		14.24	
Existing				
Winchester Policy Area	25.13	+65.4%	14.14	-0.7%
Riverside County	15.19	0.0%	14.24	0.0%
Existing Plus Project				
Winchester Policy Area	16.54	+8.9%	12.05	-15.4%
Riverside County	14.74	-2.9%	13.98	-1.8%
Cumulative No Project Conditions				
Winchester Policy Area	23.33	+53.6%	15.26	+7.2%
Riverside County	16.63	+9.5%	15.72	+10.4%
Cumulative Plus Project Conditions				
Winchester Policy Area	17.43	+14.8%	13.45	-5.5%
Riverside County	16.36	+7.7%	15.56	+9.3%
Cumulative Plus Project Conditions with Regional Control Totals Maintained				
Winchester Policy Area	17.42	+14.7%	13.45	-5.5%
Riverside County	15.94	+4.9%	14.77	+3.8%
Cumulative No Project Conditions with City of Menifee Update				
Winchester Policy Area	23.23	+52.9%	15.08	+5.9%
Highway 79 Policy Area (Outside Winchester Policy)	22.89	+50.7%	16.42	+15.3%
Riverside County	16.63	+9.5%	15.66	+10.0%
Cumulative Plus Project with City of Menifee Update				
Winchester Policy Area	17.48	+15.1%	13.32	-6.5%
Highway 79 Policy Area (Outside Winchester Policy)	21.37	+40.7%	16.25	+14.1%
Riverside County	16.37	+7.8%	15.52	+9.0%
Source: Kimley-Horn and Associates, Inc. 2020. <i>Draft SB 743 Analysis</i> . Exhibit 2.				
Notes:				
Green text = does not exceed threshold				
Red text = exceeds threshold				



Table 4.17-3, *Total VMT Evaluation*, summarizes the estimated total average daily weekday VMT for all the land uses within the Community Plan for the analysis scenarios. These VMT calculations relied on a link-based methodology with specific trip types used to estimate the vehicular traffic volume and VMT generated from all the land uses within the project area. This methodology isolates specific trip types (using select zone analyses) depending on their origin and destination relative to the project area and includes the entire trip length of each vehicle trip in the VMT estimate.

Table 4.17-3: Total VMT Evaluation

Analysis Scenario	Total Project VMT
Existing	306,591
Existing Plus Project	5,402,038
Cumulative No Project Conditions	777,369
Cumulative Plus Project Conditions	5,912,768
Cumulative Plus Project Conditions with Regional Control Totals Maintained	5,920,164
Cumulative No Project Conditions with City of Menifee Update	776,849
Cumulative Plus Project Conditions with City of Menifee Update	5,915,735

Source: Kimley-Horn and Associates, Inc. 2020. *Draft SB 743 Analysis*. Exhibit 3.

VMT Reducing Design Principles, Policies, and Improvements

The project proposes land use and policy changes that would facilitate development within the project area. Given the lack of future project-specific details that are available at this community plan/programmatic level, it is not possible to fully account for the effects of future project-specific design principles, policies, and improvements that would reduce VMT as part of this analysis. However, these approaches are still important considerations in evaluating the results of this VMT analysis and as appropriate, should be accounted for in future development VMT evaluations within the project area.

VMT Reducing Design Principles

Project design elements that are VMT reducing, as described within the Draft Winchester Design Principles include specific design direction related to Smart Growth, Transit Oriented Development, Sustainability, and Mixed-Use projects, all of which may reduce project VMT.

VMT Reducing Policies and Improvements

This section, presented in full in [Appendix E](#), discusses the establishment of a framework for a programmatic approach to policies and improvements that respond to the need for feasible VMT mitigation within the project area. Identified VMT mitigation opportunities include the following: Transportation Demand Measures; Implementation of SCAG SB 375 Measures; Transit and Multimodal Improvements; and Establishment of a VMT Bank/Exchange.



VMT Mitigation

As discussed previously, given the lack of specific information available for this community level plan, it is not possible to fully account for the effect of specific design principles, policies, and improvements that would reduce VMT as part of the analysis. Although many of the VMT reducing design principles, policies, and improvements that are described above may ultimately mitigate and/or potentially reduce the VMT impacts outlined, necessary details to assure implementation and appropriately evaluate their effect are not yet available. As discussed previously, the proposed community plan has the potential to result in residential development that would exceed residential VMT thresholds. To reduce the impact associated with residential uses, Mitigation Measure TRA-1 would require the County to establish an ordinance creating an impact fee program for all residential units built in the Highway 79 Policy Area and Winchester Community Plan Boundary, excluding units developed in the Downtown Core. The fee shall be developed through a nexus study process and shall be used to fund the development of a transit station and Park and Ride facility in the Downtown Core. Due to the lack of project-specific details of future development, even with the implementation of Mitigation Measure TRA-1, impacts would remain significant and unavoidable for residential development.

Conclusion

Based on the analysis results, the following findings are made:

- The Winchester PA and the Highway 79 PA's residential land uses in aggregate exceed the threshold under all project scenarios, even with the implementation of Mitigation Measure TRA-1. The project is determined to have a significant unavoidable transportation impact concerning VMT for residential development.
- The Winchester PA's employment-based VMT land uses (excluding retail) do not exceed the threshold under any plus project scenario and as a result are determined to have a less than significant transportation impact concerning VMT.
- The Highway 79 PA's employment-based VMT land uses (excluding retail) exceed the threshold under both plus project scenarios, and as a result, are determined to have a significant unavoidable transportation impact.
- Local-serving retail uses of less than 50,000 square feet per store, per Riverside County's traffic analysis guidelines, are presumed to have a less than significant impact.
- Regional-serving retail or other unique land uses would need to be evaluated on their own merits as detailed project descriptions become available in the future.

Note that specific future development projects could perform better or worse than the overall impacts determined by this programmatic-level analysis. However, in aggregate, it is likely that this VMT analysis represents a worst-case scenario given that it does not fully represent the beneficial effects of planned VMT reducing design principles or the effects that targeted mitigation measures could ultimately have on future development projects. Based on the above VMT analysis, the project would result in a significant unavoidable impact concerning the Winchester PA and Highway 79 PA's residential land uses in aggregate exceeding the threshold



under all plus project scenarios and the Highway 79 PA's Employment-Based VMT land uses (excluding retail) exceeding the threshold under both scenarios.

Mitigation Measures:

TRA-1 Prior to commencement of residential development within the Winchester PA and Highway 79 PA (excluding areas in the Downtown Core), the County shall undertake a nexus study and adopt an ordinance creating a Vehicle Miles Travelled (VMT) Mitigation Fee for the Community Plan Area. The VMT Mitigation Fee shall consist of a flat fee applied to any new development within the abovementioned areas and shall fund the development of a Transit Station and Park and Ride facility in the Downtown Core. The Mitigation Fee shall not be applied to any residential units developed in the Downtown Core. The ordinance and resulting Mitigation Fee shall be established prior to the issuance of building permits for any residential development in the Winchester and Highway 79 Policy Areas (excluding residential development within the Downtown Core).

Level of Significance: Significant and Unavoidable Impact, With Mitigation Incorporated.

GEOMETRIC DESIGN FEATURE

TRA-3 PROJECT IMPLEMENTATION COULD SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Impact Analysis

Future development facilitated by the project would primarily use existing roadways that are connected and adjacent to developable land. The County has adopted the California Fire Code, which applies to all proposed development. Pursuant to the Riverside County Fire Code, new construction accommodated by the proposed project would be required to demonstrate compliance with emergency access design standards as part of new construction to provide sufficient access for emergency equipment; refer to Ordinance No. 787. Riverside County Ordinance No. 787 and the California Fire Code also set minimum standards for access road dimension, design, grades, and other fire safety features. Future development would also be subject to Riverside County Ordinance No. 461 which details road improvement standards and specifications for development projects within the County, including design features. More stringent California Building Code (CBC) standards also apply regarding new construction and development of emergency access issues associated with earthquakes, flooding, climate/strong winds, and water shortages.

While the details for future development facilitated by the project are not presently known, all future development with the potential to substantially increase transportation-related hazards would be subject to discretionary permits and CEQA evaluation. The potential for future development to substantially increase hazards would be evaluated at the project-level when a development application is submitted. Future development facilitated by the project would be required to comply with applicable building and fire safety regulations required for the design of



new development and emergency access. Additionally, future development would be required to adhere to all State and local requirements for avoiding construction and operations impacts related to design and incompatible uses. Further, adherence to the General Plan policies listed above would encourage the use of design features which would enhance public safety. As a result, future development facilitated by the project would not substantially increase hazards due to design features or incompatible uses, and the impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

EMERGENCY ACCESS

TRA-4 PROJECT IMPLEMENTATION COULD RESULT IN INADEQUATE EMERGENCY ACCESS.

Impact Analysis

Construction Impacts

The project proposes land use and policy changes that would facilitate development within the project area. While the details for future development facilitated by the project are not known at this time, future development would involve construction activities over varying durations of time, which would generate construction-related traffic (e.g., worker vehicle trips and vendor trips for building materials delivery). These trips would occur only during the construction phase of future development projects in the project area. Effects on circulation due to future development could include increased congestion, lane or road closures, and detours.

To ensure that impacts associated with circulation effects are minimized, future development must prepare a Construction Transportation Plan (CTP) in accordance with Mitigation Measure TRA-2. A CTP would include measures designed to reduce the impact of temporary construction traffic and any necessary lane/road closures or detours. Such measures could include provisions for 24-hour access by emergency vehicles; traffic speed limitations in construction zones; and flag persons or other methods of traffic control. Additionally, General Plan Policies C 20.6 and C 20.15 address dust control and runoff during all stages of roadway construction. Following compliance with Mitigation Measure TRA-2 and adherence to General Plan policies, construction-related impacts to emergency access would be reduced to less than significant.

Operational Impacts

The project proposes land use and policy changes that would facilitate development within the project area. While the details for future development facilitated by the project are not known at this time, future development with the potential to impact emergency access or access to nearby uses would be subject to discretionary permits and CEQA evaluation. The potential for future development to result in operational emergency access impacts would be evaluated at the project-level when development applications are submitted to the County. Future development facilitated by the project would be required to comply with applicable building and fire safety regulations required for the design of new development and emergency access, and would be



required to adhere to all State and local requirements for safe access, including emergency access.

As discussed previously, the County has adopted the 2019 California Fire Code as Riverside County Ordinance No. 787. Ordinance No. 787 requires new construction to demonstrate compliance with emergency access design standards for emergency equipment. Ordinance No. 787 and the California Fire Code also set standards for road dimension, design, grades, and other fire safety features. Additionally, more stringent CBC standards also apply regarding new construction and development of emergency access issues associated with earthquakes, flooding, climate/strong winds, and water shortages. Future development would be required to comply with applicable building and fire safety regulations required for the design of new development and emergency access. General Plan Policy C 3.24 requires Riverside County to provide a street network, which ensures efficient routes by emergency vehicles. This policy also requires that the County coordinate with the Fire Department and other emergency service providers during roadway planning and design efforts. Thus, compliance with the Riverside County Ordinances and General Plan policies would ensure adequate access issues, including emergency access. As a result, future development facilitated by the project would not result in inadequate emergency access and a less than significant impact would occur.

Mitigation Measures:

TRA-2 Construction Transportation Plan: The contractor shall prepare a detailed Construction Transportation Plan (CTP) for the purpose of minimizing the impact of construction and construction traffic on adjoining and nearby roadways in close consultation with the County. The County shall review and approve the CTP before the contractor commences any construction activities. This plan shall address, in detail, the activities to be carried out in each construction phase, with the requirement of maintaining traffic flow during peak travel periods. Such activities include, but are not limited to, the routing and scheduling of materials deliveries, materials staging and storage areas, construction employee arrival and departure schedules, employee parking locations, and temporary road closures, if any. The CTP shall provide traffic controls pursuant to the California Manual on Uniform Traffic Control Devices sections on temporary traffic controls (Caltrans 2012) and shall include a traffic control plan that includes, at a minimum, the following elements:

- Temporary signage to alert motorists, cyclists, and pedestrians to the construction zone.
- Flag persons or other methods of traffic control.
- Traffic speed limitations in the construction zone.
- Temporary road closures and provisions for alternative access during the closure.
- Detour provisions for temporary road closures—alternating one-way traffic would be considered as an alternative to temporary closures where



practicable and where it would result in better traffic flow than would a detour.

- Identified routes for construction traffic.
- Provisions for safe pedestrian and bicycle passage or convenient detour.
- Provisions to minimize access disruption to residents, businesses, customers, delivery vehicles, and buses to the extent practicable—where road closures are required during construction, limit to the hours that are least disruptive to access for the adjacent land uses.
- Provisions for 24-hour access by emergency vehicles.
- Safe vehicular, bicycle, and pedestrian access to local businesses and residences during construction. The plan shall provide for scheduled transit access where construction would otherwise impede such access. Where an existing bus stop is within the work zone, the design-builder shall provide a temporary bus stop at a safe and convenient location away from where construction is occurring in close coordination with the Riverside Transit Agency.
- Advance notification to the local school district(s) of construction activities and rigorously maintained traffic control at all school bus loading zones, to provide for the safety of schoolchildren. Review existing or planned Safe Routes to Schools with school districts and emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route and access needs during project construction operations.
- Identification and assessment of the potential safety risks of project construction to children, especially in areas where a project is located near homes, schools, daycare centers, and parks.
- Promotion of child safety within and near a project area. For example, crossing guards could be provided in areas where construction activities are located near schools, daycare centers, and parks.
- CTPs would consider and account for the potential for overlapping construction projects.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

4.17.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Development and implementation activities resulting from the project would be subject to a number of existing State and federal laws, General Plan policies, Riverside County Ordinances, and proposed Mitigation Measures TRA-1 and TRA-2, as identified above. Collectively, this



regulatory compliance and implementation of mitigation would reduce to below the level of significance any potential adverse transportation impacts, except Impact Statement TRA-2 concerning the potential to conflict or inconsistency with State CEQA Guidelines § 15064.3 subdivision (b). The identified impact is considered significant and unavoidable and is subject to a finding of overriding consideration.



This page intentionally left blank.



4.18 TRIBAL CULTURAL RESOURCES

This section discusses the potential impacts to Tribal Cultural Resources as a result of the project. The existing environmental conditions of the project area are presented as the baseline condition for the analysis. Relevant Federal, State and local regulations and policies are identified and provide the framework for the analysis. Potential impacts are identified and mitigation measures to address potentially significant impacts are recommended, as necessary.

4.18.1 EXISTING SETTING

CULTURAL SETTING

Ethnographic Setting¹

According to available ethnographic research, the project area was included in the Takic - speaking Luiseño and Cahuilla Indians known territory during both prehistoric and historic times. The term "Cahuilla" is now well known as the name of a tribe and language of southern California, belonging to the Southern California Shoshonean (or Takic) branch of the Uto-Aztecan family, and as a place name designating an Indian Reservation, a valley, and a mountain in Riverside County. The name "Luiseño" is Spanish in origin and was used in reference to those aboriginal inhabitants of southern California associated with the Mission San Luis Rey. As far as can be determined, the Luiseño, whose language is of the Takic family (part of Uto-Aztecan linguistic stock), had no word naming for their nationality.

Cahuilla

The territory of the Cahuilla has been described as topographically diverse, "from the summit of the San Bernardino Mountains in the north to Borrego Springs and the Chocolate Mountains in the south, a portion of the Colorado Desert west of Orocopia Mountain to the east, and the San Jacinto Plain near Riverside and the eastern slopes of Palomar Mountain to the west". Three main divisions of the Cahuilla—Desert, Pass (or Western), and Mountain groups—were defined mainly by geographic distribution, but dialectic differentiation was apparent. A network of trails linking Cahuilla villages and those of neighboring groups facilitated trade and maintenance of social ties. Core or "classic" Cahuilla territory is often regarded as the Coachella Valley and well-watered, palm-lined canyons at the eastern foot of the San Jacinto Mountains.

The Cahuilla were hunter-gatherers who followed a seasonal round of utilizing various floral and faunal resources occurring in their territory. Because Cahuilla territory was comprised of high mountains and arid lowlands, their seasonal round has been characterized as vertical rather than horizontal, with people moving upward and downward in layers of ecological zones ordered by elevation. Settled villages were located near reliable water sources and within range of various resources (food, wood for fuel, and lithic materials for tools). Each village was composed of a

¹ Matthew Fagan Consulting Services, Inc., *Draft Environmental Impact Report for Canterwood Project (SCH 2018101010)*, 2021.



group of individuals that were related by blood or marriage and which retained its own specific hunting and resource collecting areas. Cahuilla lineage groups were linked together in a complex interaction sphere of trade, alliance, intermarriage, and ceremonial exchange with neighboring groups such as the Serrano, Luiseño, Cupeño, Juaneño, Gabrielino and desert groups to the north and east.

Cahuilla architecture consisted of dome-shaped and rectangular dwellings, a ceremonial house, sweathouse, and storage granaries. The Cahuilla were skilled in the making of basketry, pottery, and items fashioned from plant materials and animal skins. Stone tools consisted of two general types: ground stone tools (e.g., mortars, pestles, manos, and metates for pounding and grinding) and flaked stone tools (e.g., knives, drills, and projectile points for cutting and piercing). Ground stone tools were typically made from granite or other coarse stone. Flaked stone tools were typically made from chert, jasper, basalt, quartz, quartzite, obsidian, and other fine-grained stone in which breakage patterns could be controlled and sharp edges would result. Other types of tools and utilitarian articles were fashioned from wood and animal bone.

Distinctive rock paintings (pictographs) are located throughout Cahuilla territory, graphically illustrating ritual and ceremonial life. Usually red and geometric in form, these images have been linked with the shamanistic quest for spirit helpers, as well as with the sphere of social relations, settlement pattern, and landscape symbolism. Rock carvings (petroglyphs) also occur, including cupules (small abraded pits), which are often found in Late Period village sites across Southern California. Cupules typically occur in clusters on the tops or sides of boulders. Usually seen in random profusion but occasionally in ordered patterns, cupules indicate highly ritualistic activity and were multi-vocal in symbolism and purpose, including puberty rites, supplication and healing, and access to supernatural power.²

Luiseño

The Luiseño territory was extensive, encompassing over 1,500 square miles of coastal and inland southern California. Known territorial boundaries extended on the coast from Aliso Creek on the north to Agua Hedionda Creek on the south, then inland to Santiago Peak, across to the eastern side of the Elsinore Fault Valley, south to east of Palomar Mountain, and finally, around the southern slope of the Valley of San Jose. Their habitat included every ecological zone from sea level to 6,000 mean feet above sea level.

The Luiseño territorial boundaries were shared with the Gabrieliño and Serrano to the north, the Cupeño and Ipai to the south, and the Cahuilla to the east. Except the Ipai, these tribes shared similar cultural and language traditions. Although the Luiseño social structure and philosophy were similar to that of neighboring tribes, they had a greater population density and correspondingly, a more rigid social structure.

The Luiseño settlement pattern was based on the establishment and occupation of sedentary autonomous village groups. Villages were usually situated near adequate sources of food and water, in defensive locations primarily found in sheltered coves and canyons. Typically, a village

² California Department of Transportation, *Archaeological Survey Report for the Interstate 10/Avenue 50 Interchange Project City of Coachella, Riverside County, California*, Section 4.2, Ethnography, 2016.



was comprised of permanent houses, a sweathouse, and a religious edifice. The Luiseño's permanent houses were earth-covered and built over a two-foot excavation. According to informants' accounts, the dwellings were conical roofs resting on a few logs leaning together, with a smoke hole in the middle of the roof and entrance through a door. Cooking was done outside when possible, on a central interior hearth when necessary. The sweathouse was similar to the houses except that it was smaller, elliptical, and had a door in one of the long sides. Heat was produced directly by a wood fire. Finally, the religious edifice was usually just a round fence of brush with a main entrance for viewing by the spectators and several narrow openings for entry by the ceremonial dancers.

One of the most important elements in the Luiseño life cycle was death. At least a dozen successive mourning ceremonies were held following an individual's death, with feasting taking place and gifts being distributed to ceremony guests. Luiseño cosmology was based on a dying-god theme, the focus of which was *Wiyó-t'*, a creator-culture hero and teacher who was the son of earth-mother. The world order was established by this entity and he was one of the first "people" or creations. Upon the death of *Wiyó-t'* the universe's nature changed, and the existing world of plants, animals, and humans was created. The original creations took on the various life forms now existing and worked out solutions for living. These solutions included a spatial organization of species for living space and a chain-of-being concept that placed each species into a mutually beneficial relationship with all others.

Based on Luiseño settlement and subsistence patterns, the type of archaeological sites associated with this culture may be expected to represent the various activities involved in seasonal resource exploitation. Temporary campsites usually evidenced by lithic debris and/or milling features, may be expected to occur relatively frequently. Food processing stations, often only single milling features, are perhaps the most abundant type of site found. Isolated artifacts occur with approximately the same frequency as food processing stations. The most infrequently occurring archaeological site is the village site. Sites of this type are usually large, in defensive locations amidst abundant natural resources, and usually surrounded by the types of sites previously discussed, which reflect the villagers' daily activity. Little is known of ceremonial sites, although the ceremonies themselves are discussed frequently in the ethnographic literature. It may be assumed that such sites would be found in association with village sites, but with what frequency is not known.

Although much of the ethnographic setting for the project is focused on the Cahuilla and the Luiseño, given the areas rich history and the scale of the project, there is the possibility that the area was used by other groups as well.

Native American Consultation

Assembly Bill 52

Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law's purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach



tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB 52), notices regarding this project were mailed to all requesting tribes on October 20, 2017. These included the following:

- Cahuilla Band of Indians
- Colorado River Indian Tribes (CRIT)
- Morongo Cultural Heritage Program
- Pala Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Quechan Indian Nation
- Ramona Band of Cahuilla
- Rincon Band of Luiseño Indians
- San Manuel Band of Mission Indians (SMBMI)
- Soboba Band of Luiseño Indians

Pursuant to AB 52, tribes desiring to consult must respond in writing within 30 days of receipt of the formal notification from the County and request consultation.

The following summarizes the tribal responses and consultations:

- Soboba Band of Luiseño Indians: Responded November 16, 2017, requesting to initiate formal consultation with the County. Consultation occurred on November 22, 2017, and December 13, 2017.
- Pechanga Band of Luiseño Indians: Responded October 23, 2017, requesting to initiate formal consultation with the County. Consultation occurred January 26, 2018.
- Rincon Band of Luiseño Indians: Responded November 13, 2017, requesting to initiate formal consultation with the County. Consultation occurred on December 15, 2017, and was concluded January 18, 2018.
- San Manuel Band of Mission Indians (SMBMI): Given the project area is outside Serrano ancestral territory, the SMBMI elected to opt out of consultation October 20, 2017.
- Pala Band of Mission Indians: Determined that the project is not within the recognized Pala Indian Reservation's boundaries, nor within the boundaries of the territory that the tribe considers Traditional Use Area and therefore, declined AB 52 consultation October 26, 2017.



Senate Bill 18

The County also submitted their tribal consultation list request and Sacred Lands File Search for the project to the Native American Heritage Commission (NAHC) on October 19, 2017, pursuant to CEQA and Senate Bill 18 (SB18). The NAHC response was received on October 24, 2017, with a list of twenty-two (22) recommendations for consultation with California Native American tribes. The Sacred Lands File (SLF) search found that sites have been located within the area of potential effects (APE) that may be impacted by the project. Pursuant to SB 18, the County provided formal notification on November 1, 2017, to the designated contact/tribal representative for the following tribes (see [Appendix F](#), for copies of the correspondence):

- Agua Caliente Band of Cahuilla Indians (ACBCI)
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Campo Band of Mission Indians
- Ewiiapaayp Tribal Office
- Jamul Indian Village
- La Jolla Band of Luiseño Indians
- La Posta Band of Mission Indians
- Los Coyotes Band of Mission Indians
- Manzanita Band of Kumeyaay Nation
- Morongo Band of Mission Indians
- Pala Band of Mission Indians
- Pauma Band of Luiseño Indians - Pauma & Yulma Reservation
- Pechanga Band of Luiseño Indians
- Ramona Band of Mission Indians
- Rincon Band of Mission Indians
- San Pasqual Band of Mission Indians
- Santa Rosa Band of Mission Indians
- Sycuan Band of Kumeyaay Nation
- Torres-Martinez Desert Cahuilla Indians
- Viejas Band of Kumeyaay Indians

Pursuant to SB 18, tribes desiring to consult must respond in writing within 90 days of receipt of the formal notification from the County and request consultation.

No response was received from the following Tribes: Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Indians, Campo Band of Mission Indians, Ewiiapaayp Tribal Office, Jamul Indian Village, La Jolla Band of Luiseño Indians, La Posta Band of Mission Indians, Los Coyotes Band of Cahuilla and Cupeno Indians, Manzanita Band of Kumeyaay Nation, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pauma Band of Luiseno Indians- Pauma & Yuima reservation, Ramona Band of Cahuilla Indians, Rincon band of Luiseno Indians, San Pasqual Band of Mission Indians, Santa Rosa Band of Cahuilla Indians Serrano Nation of Mission Indians, Sycuan Band of the Kumeyaay Nation, Torres-Martinez Band of Desert Cahuilla Indians.

The following summarizes the tribal responses and consultations:



- Pechanga Band of Luiseño Indians: Responded November 13, 2017, requesting to initiate formal consultation with the County. Consultation occurred on January 26, 2018, and February 08, 2018. Pechanga provided information that two Tribal Cultural Resources had been identified as Traditional Cultural Properties and that the entire Winchester Planning Area had significance to not just the Pechanga tribe, but to Luiseño peoples as a whole. There are numerous placenames, villages and resources including human remains throughout the Winchester Planning Area. The tribe recommended that all projects coming in be required to complete a cultural resource review and that resources be avoided by project design.
- Agua Caliente Band of Cahuilla Indians: Responded November 29, 2017, and stated that the project is not located within their reservation's boundaries, but is within their Traditional Use Area boundaries. The tribe deferred to the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians and concluded their consultation efforts.
- Viejas Band of Kumeyaay Indians: Responded November 13, 2021, stating that the project are had little significance to the band but suggested that the County contact the tribes nearest to the project area.
- No responses were received from the balance of the tribes.

4.18.2 REGULATORY SETTING

STATE LEVEL

California Environmental Quality Act

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources.³ A historical resource is a resource listed in, or determined to be eligible for listing, in the CRHR, a resource included in a local register of historical resources, or any object building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant as described in the State CEQA Guidelines.

A resource is considered historically significant if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

3 PRC § 21084.1



In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required⁴. Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

AB 2881 was signed into law in 1992, establishing the California Register of Historic Resources (CRHR). The CRHR is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The criteria for eligibility for the CRHR are based on National Register of Historic Places (NRHP) criteria. Certain resources are determined by the statute to be included on the CRHR, including California properties formally determined eligible for, or listed in, the NRHP, State Landmarks, and State Points of Interest.

The California Office of Historic Preservation (OHP) has broad authority under Federal and State law for the implementation of historic preservation programs in California. The State Historic Preservation Officer makes determinations of eligibility for listing on the NRHP and the CRHR.

The appropriate standard for evaluating "substantial adverse effect" is defined in Public Resources Code Sections 5020.1(q) and 21084.1. Substantial adverse change means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired. Such impairment of significance would be an adverse impact on the environment.

Cultural resources consist of buildings, structures, objects, or archaeological sites. Each of these entities may have historic, architectural, archaeological, cultural, or scientific importance. Under the State CEQA Guidelines, a significant impact would result if the significance of a cultural resource would be changed by project area activities. Activities that could potentially result in a significant impact consist of demolition, replacement, substantial alteration, and relocation of the resource. The significance of a resource is required to be determined prior to analysis of the level

4 PRC § 21083.2[a], [b],[c]



of significance of project activities. The steps required to be implemented to determine significance to comply with the State CEQA Guidelines are:

1. Identify cultural resources.
2. Evaluate the significance of the cultural resources based on established thresholds of significance.
3. Evaluate the effects of a project on all cultural resources.
4. Develop and implement measures to mitigate the effects of the project on significant cultural resources.

Sections 6253, 6254, and 6254.10 of the California Government Code authorize State agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act⁵ and California's open meeting laws⁶ protect the confidentiality of Native American cultural place information. The CPRA (as amended, 2005) contains two exemptions that aid in the protection of records relating to Native American cultural places by permitting any State or local agency to deny a CPRA request and withhold from public disclosure:

Records of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in Section 5097.9 and Section 5097.993 of the Public Resources Code maintained by, or in the possession of, the Native American Heritage Commission, another State agency, or a local agency; and

Records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, another State agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a State or local agency.

Likewise, the Information Centers of the California Historical Resources Information System maintained by the OHP prohibit public dissemination of records and site location information. In compliance with these requirements, and those of the Code of Ethics of the Society for California Archaeology and the Register of Professional Archaeologists, the locations of cultural resources are considered restricted information with highly restricted distribution and are not publicly accessible.

Any project site located on non-Federal land in California is also required to comply with State laws pertaining to the inadvertent discovery of Native American human remains.

5 GC § 6250

6 GC § 5490



Senate Bill 18

SB 18, effective September 2004, requires a local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general plan or a specific plan. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting or mitigating impacts to cultural places. Prior to adoption or amendment of a general plan or a specific plan, a local government must refer the proposed action to those tribes that are on the Native American Heritage Commission contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period pursuant to Government Code Section 65453.

Assembly Bill 52

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, it is the intent of AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
2. Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.
5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.
6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.



7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflicts in the environmental review process.
8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.
9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

California Native American Graves Protection and Repatriation Act of 2001

Codified in the California Health and Safety Code (HSC) §§ 8010–8030, the California Native American Graves Protection and Repatriation Act (Cal NAGPRA) is consistent with the Federal NAGPRA. Intended to “provide a seamless and consistent State policy to ensure that all California Indian human remains and cultural items be treated with dignity and respect,” Cal NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. California HSC § 8025 established a Repatriation Oversight Commission to oversee this process. The Cal NAGPRA also provides a process for non-federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

Native American Heritage Commission

Public Resources Code § 5097.91 established the NAHC, whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under PRC § 5097.9, a State policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property. Public Resources Code § 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Public Resources Code § 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Government Codes Addressing Native American Heritage

California GC § 6254(r) exempts from disclosure public records of Native American graves, cemeteries and sacred places maintained by the NAHC. Pursuant to SB 18, GC § 65351 specifies how local planning agencies should provide opportunities for involvement of California Native American tribes to consult on the preparation or amendment of general plans. In particular, GC § 65352 requires local planning agencies to refer proposed actions of general plan adoption or amendment to California Native American tribes on the contact list maintained by the NAHC and others, with a 45-day opportunity for comments.

Regarding historical properties, GC § 25373 and § 37361 allows city and county legislative bodies to acquire property for the preservation or development of a historical landmark. It also



allows local legislative bodies to enact ordinances to provide special conditions or regulations for the protection or enhancement of places or objects of special historical or aesthetic interest or values. Lastly, GC §§ 50280-50290 implement the Mills Act which allows the negotiation of historical property contracts between a private property owner of a “qualified historical property” and provides additional guidelines for such contracts.

California Public Resources Code

Public Resources Code Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the NAHC; require descendants to be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated in accordance with California Health and Safety Code Section 7050.5, which states:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation...until the coroner...has determined...that the remains are not subject to...provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible.... The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and...has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

LOCAL LEVEL

County of Riverside General Plan

Multipurpose Open Space Element

The following Multipurpose Open Space Element policies are relevant to the project:

- OS 19.1: Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.
- OS 19.2: The County of Riverside shall establish a cultural resources program in consultation with Tribes and the professional cultural resources consulting community. Such a program shall, at a minimum, address each of the following: application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and



mitigation techniques and methods; and the descendant community consultation requirements of local, State and Federal law.

OS 19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

OS 19.4: To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state.

OS 19.5: Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

4.18.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the State CEQA Guidelines contains the Environmental Checklist form used during preparation of this EIR. Accordingly, the project may 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 defined 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) (refer to Impact Statement TCR-1); or
- 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 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 (refer to Impact Statement TCR-1).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.



4.18.4 IMPACTS AND MITIGATION MEASURES

TRIBAL CULTURAL RESOURCES

TCR-1 PROJECT IMPLEMENTATION COULD CAUSE A SIGNIFICANT IMPACT TO A TRIBAL CULTURAL RESOURCES LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES, OR IMPACT A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Impact Analysis

The project area is known to be sensitive for tribal cultural resources and contains resources that may be significant. As discussed further, below, future development projects will be required to analyze and address any potential impacts to tribal cultural resources prior to approval of such development project.

Therefore, given that: 1) the NAHC SLF search found that sites have been located with the APE; 2) the aforementioned studies involve properties within the project area that have previously recorded resources; and 3) the amount of vacant, undisturbed lands that remain within the project area, the potential exists for tribal cultural resources to be present in the project area.

The project proposes land use and policy changes within the Winchester PA that would facilitate housing development. Compliance with General Plan Policies OS 19.2 through 19.4 would ensure that proposals are adequately reviewed for tribal cultural resources prior to approval; that appropriate mitigation measures are developed and incorporated into project design and/or conditions of approval; and, that all applicable State and Federal regulations protecting tribal cultural resources are applied as warranted. Future development projects approved by Riverside County also include a set of conditions of approval that are enforced by the County and are implemented at various stages of the land use development process. Project applicants must satisfy their conditions of approval before being permitted to begin the development process' subsequent stages (for example, requirements that must be met before a subdivision map can be recorded, before a grading permit, building permit or occupancy can be issued, etc.). This regulatory framework would reduce potential impacts to tribal cultural resources to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

4.18.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts to tribal cultural resources would occur as a result of the proposed project.



This page intentionally left blank.



4.19 UTILITIES

The purpose of this section is to describe the existing regulatory setting and environmental conditions concerning utilities and service systems (i.e., water, wastewater/wastewater treatment, storm water, solid waste, electricity, natural gas, and telecommunications systems), identify potential impacts that could result from project implementation, and as necessary, recommend mitigation to avoid or reduce the significance of impacts.

Information in this section is based primarily on the following sources:

- County of Riverside General Plan
- County of Riverside Draft Environmental Impact Report No. 521 (Draft EIR No. 521)
- Eastern Municipal Water District, *2020 Urban Water Management Plan*, July 1, 2021.

4.19.1 EXISTING SETTING

WATER

The project area is within jurisdiction Eastern Municipal Water District (EMWD) and Metropolitan Water District of Southern California (MWD). EMWD provides water to all of the project area except that portion situated south of Diamond Valley Lake, which is within MWD's service area. However, the project area within MWD's jurisdiction is designated Open Space – Conservation and Open Space – Recreation, where no development is allowed. No changes are proposed to this area, thus, a discussion of MWD's existing water supply is not necessary.

EMWD's water supply is primarily from the Colorado River Aqueduct and State Water Project. Other sources include groundwater, desalinated water, and recycled water. Approximately 20 percent of EMWD's potable (drinking) water is supplied by EMWD groundwater wells. EMWD's water system is comprised of recycled water, potable groundwater, and desalinated groundwater, and can receive imported water from MWD as needed. Additionally, as mentioned below, EMWD's five regional water reclamation facilities (RWRFs) treat municipal sewage and produce water for recycling.

The EMWD 2020 Urban Water Management Plan (2020 UWMP) was prepared in compliance with the Department of Water Resources (DWR) requirements to submit an UWMP every five years.¹ The UWMP relies on Southern California Association of Governments (SCAG) population, household, and employment forecasts, as provided in UWMP Table 3-3, which are based on adopted General Plans. Therefore, future demand was estimated using planned development and land use. EMWD uses these forecasts to estimate their service area's future water demand; see Table 4.19-1, *EMWD Forecast Potable and Raw Water Demands (AFY)*. As indicated in Table 4.19-1, EMWD's forecast total water demand for 2045 is 123,000 AFY.

¹ Eastern Municipal Water District, *2020 Urban Water Management Plan*, July 1, 2021.

**Table 4.19-1: EMWD Forecast Potable and Raw Water Demands (AFY)**

Use Type	Additional Description	2025	2030	2035	2040	2045
Single family		66,900	71,700	76,700	80,500	84,000
Multi-Family		8,500	9,100	9,700	10,200	10,600
Commercial		6,100	6,500	7,000	7,300	7,600
Industrial		600	600	700	700	700
Institutional/ Governmental		2,700	2,900	3,100	3,200	3,400
Landscape		8,400	7,600	6,800	6,200	5,500
Agricultural Irrigation	Potable water	1,500	1,500	1,500	1,500	1,500
Agricultural Irrigation	Raw water	500	500	500	500	500
Other		0	0	0	0	0
Non-Revenue	System losses & unbilled, authorized consumption	7,400	7,900	8,400	8,800	9,200
TOTAL		102,600	108,300	114,400	118,900	123,000

Source: Eastern Municipal Water District, 2020 Urban Water Management Plan, July 1, 2021.

Groundwater

The project area is in the San Jacinto River watershed's San Jacinto Groundwater Basin (Groundwater Basin). Approximately 20 percent of EMWD's potable (drinking) water is supplied by EMWD groundwater wells. The Groundwater Basin underlies the project area and the cities of San Jacinto, Perris, Moreno, and Menifee Valleys in western Riverside County. The Groundwater Basin serves as a natural storage reservoir and filtering system for wells constructed therein. In addition, the Groundwater Basin has a Groundwater Replenishment Program, which uses treated imported water to recharge the Basin (Stetson Engineering, 2016). Groundwater Basin resources in the San Jacinto River watershed have been delineated into four separate groundwater sub-basins or groundwater management zones, of which the project is within the Hemet/San Jacinto Groundwater Management area (Management Area). The Management Area is in Riverside County's western portion and includes the cities of San Jacinto and Hemet, and the unincorporated Winchester, Valle Vista, and Cactus Valley areas. The San Jacinto River recharges the Groundwater Basin in the area southeast of the City of San Jacinto. The river then flows northwest past the Lakeview Mountains before turning southwest to flow across the Perris Valley toward Lake Elsinore. The San Jacinto River ultimately flows into Lake Elsinore view Railroad Canyon and Canyon Lake. When Lake Elsinore is full, it overflows into Temescal Wash, which ultimately joins the Santa Ana River near Prado Dam (EMWD, 2017).

Water Supply and Demand

The 2020 UWMP identifies the available water supply through year 2045. Table 4.19-2, *Total EMWD Retail and Wholesale Water Supply (AFY)*, shows current and future water supplies. 2020 UWMP Tables 7-3 and 7-4 show that EMWD would have sufficient water supply in normal years; 2020 UWMP Tables 7-5 and 7-6 show that EMWD would have sufficient water supply in a single



dry year; and 2020 UWMP Tables 7-7 and 7-8 show that EMWD would have sufficient water supply in multiple-dry years. Thus, EMWD anticipates sufficient water supply through 2045, including in dry and multiple-dry years.

Table 4.19-2: Total EMWD Retail and Wholesale Water Supply (AFY)

Supply	Notes	2025	2030	2035	2040	2045
Retail						
Purchased or Imported Water	Metropolitan Treated/ Untreated	66,447	72,147	70,247	74,747	78,847
Groundwater (not desalinated)	Pumped from Hemet/ San Jacinto Basin	7,303	7,303	7,303	7,303	7,303
Groundwater (not desalinated)	Pumped from West San Jacinto Basin	11,450	11,450	11,450	11,450	11,450
Groundwater (desalinated)	Desalinated water from the West San Jacinto Basin	13,400	13,400	13,400	13,400	13,400
Recycled Water	Excludes storage pond incidental recharge/ evaporation	43,330	49,020	54,500	59,800	64,100
Other	Purified Water Replenishment (IPR)	4,000	4,000	12,000	12,000	12,000
Total Retail Supply		145,930	157,320	168,900	178,700	187,100
Wholesale						
Purchased or Imported Water	Metropolitan Treated/Untreated	50,700	44,700	46,600	48,800	50,800
Purchased or Imported Water	Soboba Settlement Agreement	7,500	7,500	7,500	7,500	7,500
Recycled Water		4,770	5,180	5,600	5,600	5,600
Total Wholesale Supply		62,970	57,380	59,700	61,700	63,900
Total Water Supply		208,900	214,700	228,600	240,400	251,000

Source: Eastern Municipal Water District, 2020 Urban Water Management Plan, Table 6-15 and Table 6-16, July 1, 2021.

WASTEWATER

The project area is within jurisdiction of the EMWD and MWD. The EMWD provides wastewater treatment service to all of the project area except that portion situated south of Diamond Valley Lake, which is within MWD's service area. However, the project area within MWD's jurisdiction is designated Open Space – Conservation and Open Space – Recreation, where no development is allowed. No changes are proposed to this area, thus, a discussion of MWD's existing wastewater treatment facilities is not necessary. EMWD's wastewater system is comprised of 1,534 miles of gravity sewer, 53 lift stations, and five RWRFs that treat municipal sewage and produce water for recycling, with interconnections between local collection systems serving each treatment plant.



The five RWRFs— Sun City, San Jacinto Valley, Moreno Valley, Temecula Valley, and Perris Valley—are spread throughout EMWD’s service area. The RWRF’s capacity and flow are summarized in [Table 4.19-3, *EMWD Capacity and Flow \(AFY\)*](#).

Table 4.19-3: EMWD Capacity and Flow (AFY)

Treatment Plant	Wastewater Generated in 2020	Treatment Capacity	Ultimate Treatment Capacity (2040)
Sun City RWRf	3,400	Not in service	Not in service
San Jacinto Valley RWRf	8,194	15,700	30,000
Moreno Valley RWRf	11,507	17,900	46,000
Perris Valley RWRf	17,282	26,900	112,000
Temecula Valley RWRf	16,090	25,800	31,400
Total	56,473	84,100	219,400

RWRf = regional water reclamation facility
 Source: Eastern Municipal Water District, *2020 Urban Water Management Plan*, Table 6-4, July 1, 2020.

In 2011, EMWD began a \$157 million expansion project on the San Jacinto RWRf. Work on the facility was completed in the summer of 2015 and the facility now has a maximum capacity of 14 million gallons per day (mgd).

ELECTRICITY

Southern California Edison (SCE) maintains electrical facilities and infrastructure within the County and surrounding areas that provide service to the project area under the applicable rules and tariffs approved by the CPUC. SCE delivers power to approximately 15 million people in California. The Valley Substation located in the unincorporated County of Riverside community of Romoland serves the project area.

NATURAL GAS

SoCalGas is the nation’s largest natural gas distribution utility, serving more than 21 million users in more than 500 communities. The main infrastructure in the project area is composed of lines ranging from 0.75-inch to 6.0-inch diameter pipe, which run through the downtown area (located west of Winchester Road and south of Holland Road). SoCalGas maintains a natural gas transmission line which runs through the project area under Briggs Road. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies.

SOLID WASTE

CR&R and Waste Management, Inc. provide solid waste collection and disposal services to the project area. Collected waste is disposed of at Lamb Canyon, Badlands, or El Sobrante landfills; see [Table 4.19-4, *Landfill Capacity*](#), for each landfill’s remaining capacity. Because Badlands Landfill has an estimated closing date of January 1, 2022, Badlands Landfill is not considered in the project analysis. However, it is noted that Lamb Canyon Landfill is planned for expansion which will provide capacity for an additional 30 plus years (County 2015).

**Table 4.19-4: Landfill Capacity**

Landfill	Remaining Capacity (tons/day)	Maximum Throughput (tons/day)	Ceased Operation Date
Lamb Canyon Landfill 16411 Lamb Canyon Road, City of Beaumont (approximately 13 miles northeast of project area)	19,242,950	5,000	04/01/2029
Badlands Landfill 31125 Ironwood Avenue, City of Moreno Valley (approximately 17 miles north of project area)	15,748,799	4,800	01/01/2022
El Sobrante Landfill (a private facility) 10910 Dawson Canyon Road, City of Corona (approximately 22 miles northwest of the project area)	143,977,170	16,054	01/01/2051
Source: CalRecycle 2021			

4.19.2 REGULATORY SETTING

FEDERAL LEVEL

Water

Federal Safe Drinking Water Act of 1974

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency (EPA) to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. The EPA, states, and water systems then work together to make sure that these standards are met. Originally, Safe Drinking Water Act focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap. The Safe Drinking Water Act applies to every public water system in the United States.

Wastewater

Federal Clean Water Act (33 USC Sections 1251, et seq.)

The Clean Water Act's (CWA) primary goals are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The EPA has delegated the responsibility for administration of CWA portions to State and regional agencies. In California, the State Water



Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

STATE LEVEL

Water

State of California Water Recycling Act

Enacted in 1991, the Water Recycling Act established water recycling as a State priority. The Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

California Code of Regulations, Title 22, Division 4, Chapter 3 Water Recycling Criteria

California regulates the wastewater treatment process and use of recycled water pursuant to CCR Title 22, Division 4, Chapter 3, Water Recycling Criteria. According to these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

Urban Water Management Act

The Urban Water Management Plan Act (UWMP Act) was passed in 1983 and codified as California Water Code Sections 10610 through 10657. Since its passage in 1983, the Act has been amended on several occasions. In 2004, the Act was amended to require additional discussion of transfer and exchange opportunities, non-implemented demand management measures, and planned water supply projects. Most recently, in 2005, the Act was amended to require water use projections (required by California Water Code Section 10631) to include projected water use for single-family and multi-family residential housing needed for lower income households. In addition, Government Code Section 65589.7 was amended to require local governments to provide a copy of the adopted housing element to water and sewer providers. The Act requires “every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000-acre feet of water annually, to prepare and adopt, in accordance with prescribed requirements, an urban water management plan.” Urban water suppliers must file these plans with the California Department of Water Resources every five years describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. As required by the Memorandum of Understanding Regarding Urban Water Conservation in California and Assembly Bill 11 (Filante, 1991), the 2005 UWMP Act, incorporated water conservation initiatives, and a Water Shortage Contingency Plan.

Water Conservation Act of 2009

Senate Bill X7-7, the Water Conservation Act of 2009 (WCA), creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California’s water use. The law requires urban water suppliers to reduce Statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this



goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

Senate Bill 610

In regard to water supply, the Water Code (commonly referred to as Senate Bill (SB) 610, according to the enacting legislation) requires preparation of a Water Supply Assessment for certain projects. The Water Code requires that a WSA be prepared for any “project” which would consist of one or more of the following:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A mixed-use project that includes one or more of the projects specified above; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Assembly Bill 3030

Assembly Bill (AB) 3030, the Groundwater Management Act, is Section 10750 et seq. of the California Water Code. AB 3030 provides local water agencies with procedures to develop a groundwater management plan so those agencies can manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under AB 3030, the development of a groundwater management plan by a local water agency is voluntary. Once a plan is adopted, the rules and regulations contained therein must also be adopted to implement the program outlined in the plan.

Efficiency Standards

CCR Title 24 contains the CBC, including the California Plumbing Code (Part 5), which promotes water conservation. CCR Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. In addition, a number of California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.



4.19 Utilities

- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required.
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

Solid Waste

California Integrated Waste Management Act of 1989 (AB 939)

The California Integrated Waste Management Act of 1989 (AB 939) requires all California cities and counties to achieve a 50 percent diversion rate by 2000. Additional solid waste statutes are included in California's Public Resources Code, Government Code, and Health and Safety Code, among others. The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials.

California Department of Resources Recycling and Recovery (CalRecycle) Organics Regulations (SB 1383)

This bill requires the State Air Resources Board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030, as specified. The bill also establishes specified targets for reducing organic waste in landfills.

REGIONAL LEVEL

Water

EMWD 2020 Urban Water Management Plan

The Urban Water Management Planning Act requires all urban water suppliers to prepare, adopt, and file a UWMP with the DWR every five years. EMWD's 2020 Urban Water Management Plan (UWMP) is an update to the 2015 UWMP and was prepared in response to Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act. Included in the plan is detailed information about EMWD's water demand, supply, and reliability for the next 25 years.

LOCAL LEVEL

County of Riverside General Plan

Land Use Element

The following policies contained in the County of Riverside General Plan Land Use Element are applicable to the project in regard to utilities and service systems:



4.19 Utilities

- LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.
- LU 5.3 Review all projects for consistency with individual urban water management plans.

Multipurpose Open Space Element

The following policies contained in the County of Riverside General Plan Multipurpose Open Space Element are applicable to the project in regard to utilities and service systems:

- OS 3.1 Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.
- OS 3.2 Encourage wastewater treatment innovations, sanitary sewer systems, and groundwater management strategies that protect groundwater quality in rural areas.
- OS 4.1 Support efforts to create additional water storage where needed, in cooperation with federal, State, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed.
- OS 4.2 Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the county. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:
- a) The groundwater quality would be reduced;
 - b) The available groundwater aquifers are full; or
 - c) Rising water tables threaten the stability of existing structures.
- OS 4.3 Ensure that adequate aquifer water recharge areas are preserved and protected.
- OS 4.4 Incorporate natural drainage systems into developments where appropriate and feasible.
- OS 16.1 Continue to implement Title 24 of the California Code of Regulations (the “California Building Standards Code”) particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24.
- OS 16.13 Encourage installation and use of new technology at existing facilities or the establishment of new waste-reduction facilities, where cost-effective and appropriate, to ensure that optimum energy conservation is achieved.



Circulation Element

The following policies contained in the County of Riverside General Plan Circulation Element are applicable to the project in regard to utilities and service systems:

- C 25.1 Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support Riverside County’s Land Use Element at buildout.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies that would reduce impacts to utilities and service systems within Riverside County:

Ordinance No. 659, *Development Impact Fee (“DIF”) Ordinance*: This ordinance requires that new development pay Development Impact Fees to ensure that certain facility obligations are met in order to reasonably serve the subject development. Such obligations include the construction of new flood control facilities. The ordinance ensures that there is a reasonable relationship between the use of the fees and the type of development projects on which the fees are imposed.

In addition, Ordinance No. 650 establishes fees and regulates the discharge of sewage in the unincorporated territory of the County. Ordinance No. 682 regulates the construction, reconstruction, abandonment, and destruction of wells.

RCC Chapter 17.294, *Additional Residential Accommodations*: Pursuant to RCC Chapter 17.294, impact and connection fees shall be calculated in accordance with applicable State and local laws and regulations including, but not limited to, Government Code §§ 65852.2 and 65852.22, and Riverside County Ordinance No. 659.

An attached/interior ADU or junior ADU shall not be required to install a new or separate utility connection directly between the unit and the utility, but may be required if the unit was created or constructed concurrently with a new one-family dwelling, as determined through the permitting process. Guest quarters shall not be permitted to install a new or separate utility connection directly between the unit and the utility.

All other additional residential accommodations, including any detached ADU, second unit, MOG unit or ranchet, may be required to provide a new or separate utility connection directly between the unit and the utility.

Board of Supervisors Policy H-29 (Sustainable Building Policy)

Adopted in February 2009, this policy establishes a series of sustainable building practices to be used “in the design of [Riverside] County capital improvement project in order to reduce pollution, protect natural resources, enhance asset value, optimize building performance and create healthier workplaces for [Riverside] County employees.” Among other things, use of “green” building practices include both design changes and engineering equipment features designed to reduce operating costs associated with heating, ventilation, and air conditioning (HVAC) systems and lighting systems by using “as little energy as possible.” Specifically, the policy States that all Riverside County building projects exceeding 5,000 square feet initiated on



or after March 1, 2009, must meet the criteria for LEED™ certification under the LEED™ rating system or a Riverside County-approved equivalent. For renovations to existing buildings, the Board encourages the use of LEED™ existing building (LEED-EB) criteria. The policy also sets forth a number of performance targets and goals that “should be met or exceeded.”

BOS Policy H-4 (Conservation of Energy in County Facilities)

This policy was originally adopted by the Board in 1975, revised once in 1979 and then several times between 2001 and present, most recently in August 2010. First and foremost, the policy States that “all County [of Riverside] departments are responsible for conserving energy.” It outlines an extensive list of actions to be taken by the Riverside County Economic Development Agency (EDA) in its role of managing and operating County of Riverside facilities. Areas covered by EDA directives include building heating and cooling systems (i.e., reducing A/C use), lighting (i.e., increasing use of fluorescent bulbs and reducing lighting use), building controls (that is, building automation systems set and monitored to only operate lighting, equipment and other electricity use only during a building’s operational hours), water conservation, energy conservation programs developed in conjunction with local providers and energy efficiency programs which specify that rebates and incentives obtained for various conservation activities or purchases be used to further fund such measures. Less detailed directives applicable to all Riverside County departments are also included.

Countywide Integrated Waste Management Plan

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939). Assembly Bill 939 redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the State. Assembly Bill 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources.

Assembly Bill 939 requires each of the cities and unincorporated portions of counties throughout the State to divert a minimum of 25% by 1995 and 50% of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices.

The CIWMP, in its entirety, is comprised of the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements (SRRE's), Household Hazardous Waste Elements (HHWE's), and Nondisposal Facility Elements (NDFE's) for Unincorporated Riverside County and each of the cities in Riverside County.

- Countywide Summary Plan: The Countywide Summary Plan contains goals and policies, as well as a summary of integrated waste management issues faced by the County and its cities. The Summary Plan summarizes the steps needed to cooperatively implement programs among the County’s jurisdictions to meet and maintain the 50% diversion mandates.
- Countywide Siting Element: The Countywide Siting Element demonstrates that there are at least 15 years of remaining disposal capacity to serve all the jurisdictions within the



County. If there is not adequate capacity, a discussion of alternative disposal sites and additional diversion programs must be included in the Siting Element.

- Source Reduction and Recycling Element (SRRE): The SRRE analyzes the local wastestream to determine where to focus diversion efforts, including programs and funding. A separate SRRE was developed by Unincorporated Riverside County and each of the cities in Riverside County.
- Household Hazardous Waste Element (HHWE): The HHWE provides a framework for recycling, treatment, and disposal practices for Household Hazardous Waste programs. A separate HHWE was developed by Unincorporated Riverside County and each of the cities in Riverside County.
- Non-Disposal Facility Element (NDFE): The NDFE identifies and describes, at a minimum, existing and proposed facilities, other than landfills and transformation facilities, requiring a solid waste permit to operate. Nondisposal facilities are also those facilities that will be used by a jurisdiction to implement its SRRE in order to meet its diversion goals. A separate NDFE was developed by Unincorporated Riverside County and each of the cities in Riverside County.

Each jurisdiction must provide an Annual Report Summary to CalRecycle. In addition, Riverside County provides a Five-Year Review Report to provide an update on the CIWMP status for the entire county, including each jurisdiction.

4.19.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the State CEQA Guidelines contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (refer to Impact Statement UTL-1);
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement UTL-2);
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (refer to Impact Statement UTL-3);
- 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 (refer to Impact Statement UTL-4); and/or



4.19 Utilities

- Comply with federal, State, and local management and reduction statutes and regulations related to solid waste (refer to Impact Statement UTL-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

4.19.4 IMPACTS AND MITIGATION MEASURES

NEW OR RELOCATED FACILITIES

UTL-1 PROJECT IMPLEMENTATION COULD REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT OR STORM WATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES.

Impact Analysis

The project proposes land use and policy changes that would facilitate future development within the project area. Project implementation would increase the project area’s residential uses by approximately 12,329 DU, with corresponding population growth, which would incrementally increase the demand for utility and service system infrastructure. However, project implementation would also decrease the project area’s non-residential land uses by approximately 7.5 million square feet, which would incrementally decrease the demand for utility and service system infrastructure.

Nonetheless, future development associated with implementation of the project may require or result in the relocation or construction of new or expanded utilities (i.e., water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities). It should be noted that feasible future development under the project is assumed to occur through 2040; thus, any increase in demand for new or expanded utilities would occur gradually as additional development and associated population growth is added to the project area. As concluded in [Section 4.14, *Population and Housing*](#), future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

The actual need for new or expanded systems would be verified and dependent upon the provider’s capacities at the time the entitlement application is submitted to the County. Where new or expanded systems/infrastructure or facilities would be warranted to ensure adequate capacity, environmental impacts would be associated with facility construction to the extent that its location, construction methods, and operations affect the site and surrounding land uses. Construction and operation of new systems/infrastructure or facilities would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur.



In addition, the County would review future development on a project-by-project basis through the County's entitlement review process to ensure compliance with applicable existing Riverside County ordinances and policies. Future development would be subject to compliance with Ordinance No. 659, which requires that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new utility facilities. Ordinance No. 592 would regulate sewer construction, sewer use, and industrial wastewater discharges and provide for equitable distribution of the costs. Ordinance No. 650 would regulate the discharge of sewage in the unincorporated territory of the County. Ordinance No. 682 would regulate construction, reconstruction, abandonment, and destruction of wells. Compliance with these existing County Ordinances, in addition to relevant General Plan policies (LU 5.2 and 5.3, OS 3.1, OS 3.2, OS 4.1 through OS 4.4, OS 16.1, OS 16.13, OS 16.14, and C 25.1) and the mitigation measures included in this EIR would reduce potential environmental impacts from construction of new or expanded utilities to less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WATER SUPPLIES

UTL-2 PROJECT IMPLEMENTATION HAS SUFFICIENT WATER SUPPLIES TO SERVE THE PROJECT AND FUTURE DEVELOPMENT.

Impact Analysis

As shown in Table 4.19-5, *Estimated Project Water Demand*, project buildout would generate a water demand of approximately 4,481 AFY. In 2018, new landmark water conservation legislation was signed into law including AB 1668 and SB 606, which lay out a new long-term water conservation framework for California. Under this legislation, new standards were established for indoor and outdoor residential water use; commercial, industrial, and institutional water use for landscape irrigation with dedicated meters; and water loss.² In addition to these water management efforts, more efficient household appliances and fixtures have contributed to significant reductions in residential indoor water use in recent years. As a result, the most recent State residential water usage standard of 55 gallons per person per day was used to calculate the estimated residential project water demand shown in Table 4.19-5 (resulting in a total of 180.4 gallons per day [gpd] based on an average of 3.28 persons per household in Riverside County according to census data).

² California Department of Water Resources, 2018 Water Conservation Legislation, <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation>, accessed January 6, 2022.

**Table 4.19-5: Estimated Project Water Demand**

Land Use	Water Demand Factor	Land Use Quantity	Total Water Demand (AFY)
Residential ^{1,2}	0.202 AFY (180.4 gpd) per dwelling unit	12,329 dwelling units	2,490
Commercial ³	3.50 AFY per acre	575.07 acres	2,013
Industrial ³	0.97 AFY per acre	-22.89 acres	-22
Total			4,481
<small>Sources: 1 = California Department of Water Resources, 2018 Water Conservation Legislation, https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation, accessed January 6, 2022. 2 = U.S. Census Bureau. 2019 American Community Survey 5-Year Estimates. 3 = County of Riverside, <i>General Plan EIR No. 521</i>, Table 4.19-BI, 2015.</small>			

As described above, EMWD's UWMPs anticipate that water supplies would exceed water demands for normal, single dry, and multiple dry-year conditions through 2045. It is also noted that EMWD is able to purchase additional water from MWD to meet demands. However, UWMP forecast demands are based on adopted General Plans. As indicated in [Table 4.19-5](#), the proposed project's water demand would be approximately 4,481 AFY greater than the water demands identified for the project area in the General Plan. Thus, the water demands assumed in the UWMP would be exceeded with project implementation and the potential exists that EMWD would not have sufficient water supply to serve future development through 2045, including in dry and multiple-dry years.

As noted, feasible future development under the project is assumed to occur through 2040; thus, any increase in water demands would occur gradually as additional development and associated population growth is added to the project area. In addition, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure; refer to [Section 4.14](#).

Nonetheless, the County of Riverside and EMWD would review future development on a project-by-project basis through the County's entitlement review process and EMWD's Will-Serve process to ensure the availability of water supplies. Where applicable, in compliance with SB 221 and SB 610 requirements, future development would be required to demonstrate adequate water supply with either a signed Water Availability Form, "Will-Serve" letter, or Water Supply Assessment from EMWD, depending on the size of the project (see State CEQA Guidelines section 15155 for a definition of a "water demand project" that would be subject to a water supply assessment). Compliance with these existing processes, in addition to relevant General Plan policies (LU 5.2 and 5.3, OS-4.1 through OS 4.4, and C-25.1) would ensure consistency with the UWMP and reduce impacts on water supply. The County would also enforce all existing laws and regulations pertaining to water conservation, including relevant water efficiency standards enumerated in the CCR and CBC; refer to [Section 4.19.2](#), *Regulatory Setting*.

EMWD has also recently developed programs to help accommodate increases in demand during dry years, including the planned Enhanced Recharge and Recovery Program (ERRP) project, which would allow EMWD to rely more heavily on groundwater supplies to meet demand in dry



years.³ As buildout of the project would occur incrementally through 2040 and impacts related to population would be less than significant, compliance with existing laws, regulations, and General Plan policies pertaining to water conservation would reduce potential environmental impacts to EMWD water supplies to less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WASTEWATER CAPACITY

UTL-3 THE WASTEWATER TREATMENT PROVIDER HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND.

Impact Analysis

The wastewater treatment requirements issued by the Regional Water Quality Control Board (RWQCB) for the RWRf were developed to ensure that adequate levels of treatment would be provided for the wastewater flows from all land uses within its service area. The project's wastewater generation is shown in [Table 4.19-6, *Estimated Project Wastewater Generation*](#). As indicated in [Table 4.19-6](#), the project's estimated wastewater generation is 3,911 AFY.

Table 4.19-6: Estimated Project Wastewater Generation

Land Use	Wastewater Generation Factor	Land Use Quantity	Total Wastewater Generation (GPD)	Total Wastewater Generation (AFY)
Residential	230	12,329	2,835,670	3,176
Commercial	1,200	575.07	690,084	773
Industrial	1,500	-22.89	-34,335	-38
Total			3,491,419	3,911

Source: County of Riverside, *General Plan EIR No. 521, Table 4.19-BJ, 2015.*

As described above, EMWD has capacity for up to 15,700 AFY at the San Jacinto RWRf, with an ultimate capacity of 30,000 AFY. EMWD's total capacity is 84,100 AFY, with an ultimate capacity of 219,400 AFY in 2040. However, forecast demands for wastewater treatment are based on adopted General Plans. As indicated in [Table 4.19-6](#), the proposed project's wastewater treatment demand would be approximately 3,911 AFY greater than the wastewater treatment demands identified for the project area in the General Plan. Therefore, the potential exists that EMWD would not have sufficient wastewater treatment capacity to serve future development through 2045 in addition to EMWD's existing commitments.

As noted, feasible future development under the project is assumed to occur through 2040; thus, any increase in water demands would occur gradually as additional development and associated

³ ESA, *Eastern Municipal Water District San Jacinto Valley Water Banking – Enhanced Recharge and Recovery Program Draft EIR*, April 2018.



population growth is added to the project area. In addition, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure; refer to [Section 4.14](#).

Nonetheless, the County of Riverside and EMWD would review future development on a project-by-project basis through the County's entitlement review process and EMWD's Will-Serve process to ensure adequate capacity exists for wastewater treatment. Future development would be required to comply with the RCC and EMWD regulations to connect to the EMWD sewer system. This would include the payment of a sewer connection fee to construct new sewer infrastructure and/or incremental expansions to the existing sewer system to accommodate individual development to preclude any impact of the development on the sewer system. Compliance with these existing processes, in addition to relevant General Plan policies (Policies LU 5.2 and 5.3, OS 3.1, OS 3.2, and OS 16.1) would ensure consistency with the wastewater generation assumptions identified in the 2020 UWMP. The County would also enforce all existing laws and regulations pertaining to wastewater generation and treatment, including CCR laws requiring water-efficient plumbing fixtures in structures; refer to [Section 4.19.2](#).

As buildout of the project would occur incrementally through 2040 and impacts related to population would be less than significant, compliance with EMWD's Will-Serve process, in addition to existing laws, regulations, and General Plan policies pertaining to wastewater would reduce impacts to less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOLID WASTE CAPACITY AND REGULATIONS

UTL-4 THE PROJECT COULD GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE.

UTL-5 THE PROJECT WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

Impact Analysis

Solid waste disposal services must follow federal, State, and local statutes and regulations related to the collection of solid waste. Future development within the project area would be required to comply with all applicable State and local waste diversion requirements, including AB 939, Senate Bill 1016, and the California Green Building Standards Code.

As provided in [Table 4.19-7, *Estimated Solid Waste Generation*](#), the proposed project's solid waste generation would be approximately 13,148 tons per year greater than the solid waste generation identified for the project area in the General Plan.



Table 4.19-7: Estimated Annual Project Solid Waste Generation

Use Type	Units/square feet (SF)	Generation Factor	Solid Waste Generation (tons/yr)
Residential	12,329 dwelling units	0.41 ton/DU	5,018
Commercial	-10,648,831 SF	2.4 tons/1,000 SF	-25,557
Industrial	3,119,166 SF	10.8 tons/1,000 SF	33,687
		Total	13,148

Source: County of Riverside, *General Plan EIR No. 521*, Table 4.17-N, 2015.

As shown in [Table 4.19-7](#), El Sobrante Landfill and the Lamb Canyon Landfill have a combined daily throughput maximum of approximately 21,054 tons. The project's solid waste (13,148 tons per year, or approximately 36 tons per day), would represent less than one percent of El Sobrante Landfill and Lamb Canyon Landfill's daily throughput. The Lamb Canyon Landfill and El Sobrante Landfill have capacity until 2029 and 2060, respectively. Additionally, the Lamb Canyon Landfill has expansion capacity potential.

Future implementing projects would also be subject future legislation taking effect intended to reduce solid waste impacts statewide, such as Senate Bill (SB) 1383. In September 2016, the State set methane emission reduction targets for California in SB 1383, intended as a statewide effort to reduce emissions of short-lived climate pollutants (like organic waste) in various sectors of California's economy. SB 1383 establishes statewide targets to reduce the amount of organic waste disposed of in landfills (50 percent reduction by 2020 and 75 percent by 2025). It also sets a goal to rescue at least 20 percent of currently disposed edible food by 2025 and redirect that food to people in need. From 2016-2020, CalRecycle worked to develop regulations to achieve the goals of SB 1383. These new regulations were finalized by CalRecycle in November 2020 and went into effect in January 2022.

Therefore, project disposal requirements can be met by the existing landfills and the project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

4.19.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable utilities and services impacts would occur as a result of the proposed project.



4.20 WILDFIRE

This section assesses the potential for wildfire impacts using accepted methods of evaluating wildfire risk as well as identifying the type and degree of change the proposed project would likely have on the urban wildland interface, especially in relation to wildfires. The analysis in this section is primarily based on information provided by the County as well as the following sources:

- County of Riverside General Plan,
- County of Riverside General Plan Safety Element Update (August 2021),
- County of Riverside Environmental Impact Report No. 521 (EIR No. 521),
- Riverside County Code of Ordinances, Codified through Covering Ordinances through August 24, 2021. (Supp. No. 77)

4.20.1 EXISTING SETTING

Southern California, including portions of the project area, is at risk to wildland fires due to weather, topography, and native vegetation. Extended drought characteristics of California's Mediterranean climate result in extended periods of minimal precipitation, which leads to large areas of dry vegetation that provide fuel for wildfires. Fire is a continuous threat in the project area and throughout Riverside County. Wildfires can occur in undeveloped areas and spread to developed urban areas. Areas of dense, dry vegetation, particularly in canyons and hillsides pose the greatest wildland fire potential. Other factors related to fire spreading include lightning strikes, Santa Ana winds, homes with shingled roofs, and not managing flammable growth around structures.

The project area is served by the Riverside County Fire Department (RCFD) and the California Department of Forestry and Fire Protection (CAL FIRE). The project area is served by the following stations:

- Station 34, Winchester Station, located at 32655 Haddock Street, Winchester, CA 92596
- Station 54, Homeland Station, located at 25730 Sultanas Road, Homeland, CA 92548
- Station 83, French Valley Station, located at 37500 Sky Canyon Drive, # 401, Murrieta, CA 92563

See also [Section 4.15, *Public Services*](#), concerning fire protection services.

Given its rural and mountainous nature, portions of the project area are subject to a high risk of fire hazards. These risks are greater in rural areas and along urban edges. The fire hazards within the project area are concentrated in areas with these land use designations: Open Space (Conservation Habitat, Recreation, and Water); Rural (Mountainous and Residential); and Public Facilities (i.e., Double Butte). [Exhibit 4.20-1, *Fire Hazard Severity Zones*](#) shows the fire hazard classifications (i.e., moderate, high, or very high) within the project area and its surroundings. As



shown in [Exhibit 4.20-1](#), portions of the project area are in or near lands classified Very High Fire Hazard Severity Zones (VHFHSZ). Areas that are designated as VHFHSZ are the most likely to experience wildfire, and structures in these zones can be potentially impacted.

[Exhibit 4.20-2, *Responsibility Areas*](#) illustrates the project area's designated responsibility areas (i.e., federal, State, and local) and shows portions of the project area are in or near designated SRAs.

4.20.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Emergency Management Act

In March 2003, the Federal Emergency Management Act (FEMA) became part of the U.S. Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program (NFIP) and the U.S. Fire Administration.

Disaster Mitigation Act of 2000

This Act (42 United States Code [USC] Section 5121) was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988 (42 USC Section 5121-5207). Among other things, this legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and is aimed primarily at controlling and streamlining federal disaster relief and program administration to promote mitigation activities. The Act's major provisions include:

- Funding pre-disaster mitigation activities;
- Developing experimental multi-hazard maps to better understand risk;
- Establishing State and local government infrastructure mitigation planning requirements;
- Defining how states can assume more responsibility in managing the hazard mitigation grant program; and
- Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in 42 USC Section 5165 establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding ten-year period by the same type of event.



STATE LEVEL

California Department of Forestry and Fire Protection

CAL FIRE protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens. CAL FIRE's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year (CAL FIRE 2012).

The Office of the State Fire Marshal supports CAL FIRE's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention in wildland areas; regulating hazardous liquid pipelines; reviewing regulations and building standards; and providing training and education in fire protection methods and responsibilities.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Services Code and include regulations for structural standards (similar to those identified in the California Building Code); fire protection and public notification systems; fire protection devices such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions in California.

California Fire Plan

The Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE. By placing the emphasis on what needs to be done long before a fire starts, the Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The current plan was finalized in early 2010.

California Public Resources Code

Fire Hazard Severity Zones – Public Resources Code Sections 4201–4204 Public Resources Code (PRC) Sections 4201–4204 and Government Code Sections 5117-89 direct CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as fire hazard severity zones (FHSZ), define the application of various mitigation strategies to reduce risk associated with wildland fires. CAL FIRE identifies the project area as including FHSZs that are at very high risk for wildfire hazards. These FHSZs are located in both the State and Local responsibility areas.

California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2019 California Fire Code [CFC]) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of Wildland-Urban Interface (WUI) areas, among other issues. The California



Building Standards Commission updates the CFC every three years with the last update in 2019 (adopted January 1, 2020). The CFC sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises.

Senate Bill 1241

In 2012, Senate Bill 1241 added Section 66474.02 to Title 7 Division 2 of the California Government Code, commonly known as the Subdivision Map Act. The statute prohibits subdivision of parcels designated very high fire hazard, or that are in a State Responsibility Area, unless certain findings are made prior to approval of the tentative map. The statute requires that a city or county planning commission make three new findings regarding fire hazard safety before approving a subdivision proposal.

The three findings are, in brief:

- a) the design and location of the subdivision and its lots are consistent with defensible space regulations found in PRC Section 4290-91,
- b) structural fire protection services will be available for the subdivision through a publicly funded entity, and
- c) ingress and egress road standards for fire equipment are met per any applicable local ordinance and PRC Section 4290.

LOCAL LEVEL

County of Riverside General Plan

Land Use Element

The following policies contained in the County of Riverside General Plan Land Use Element are applicable to the project in regard to wildfire:

- LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and daycare centers transportation systems, and fire/police/medical services.
- LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.



4.20 Wildfire

- LU 7.8 Require new developments in Fire Hazard Severity Zones to provide for a fuel clearance/modification zone, as required by the Fire Department.
- LU 10.1 Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

Safety Element

The following policies contained in the County of Riverside General Plan Safety Element are applicable to the project in regard to wildfire:

- S 4.1 All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with the following requirements before the issuance of any building permits:
- a) All proposed development and construction shall meet minimum state, county, and local standards and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use.
 - b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.
 - c) Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for structural fire suppression, and other applicable local and state requirements.
 - d) Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.
 - e) Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.



- f) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the State Responsibility Area Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.)
 - g) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in Very High Fire Hazard Severity Zones, or other appropriate zones as determined by the Riverside County Fire Department, shall submit and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.
- S 4.2 Require continued long-term operation and maintenance of fuel breaks, brush management, controlled burning, revegetation, and fire roads by Riverside County and private landowners.
- S 4.3 Monitor fire-prevention measures (e.g., fuel reduction) through a site-specific fire-prevention plan to reduce long-term fire risks in Very High Fire Hazard Severity Zones.
- S 4.4 Discourage development and activities in areas with limited water and access roads, unless adequate measures are implemented.
- S 4.5 Require proposed development in High or Very High Fire Hazard Severity Zones be located where fire and emergency services are available or will be constructed as part of the proposed development activities, to the extent such locations are available. These services should meet the minimum response times as established by the Riverside County Fire Department.
- S 4.6 Request that conceptual landscaping plans for development in Fire Hazard Severity Zones be reviewed by TLMA and Fire Department prior to the issuance of development permits. The conceptual landscaping plan of the proposed development should, at a minimum, include:
- Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards.
 - Retention of existing natural vegetation to the maximum extent feasible.
 - Removal of on-site combustible plants.
- S 4.7 Site design for development in Fire Hazard Severity Zones should be required to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by: (AI



- a) Providing fuel modification zones with removal of combustible vegetation while minimizing visual impacts and limiting soil erosion.
 - b) Replacing combustible vegetation with fire resistant vegetation to stabilize slopes.
 - c) Submitting topographic map with site-specific slope analysis.
 - d) Submitting erosion and sedimentation control plans.
 - e) Providing a setback from the edge of the fuel modification zones as deemed appropriate by the Fire Department.
 - f) Minimizing disturbance of 25 percent or greater natural slopes.
 - g) Or enacting other efforts as appropriate to provide comparable protection.
- S 4.8 Locate new critical public facilities outside of High or Very High Fire Hazard Severity Zones or other areas facing elevated risk of wildfire events. Critical facilities include emergency shelters, emergency command and communication facilities, and hospital and healthcare centers. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to community needs during and after disaster events.
- S 4.9 Site all new public facilities in areas outside of identified fire hazard severity zones and wildland- urban interface or fire threat areas, as feasible.
- S 4.10 Establish neighborhood and building design standards that minimize fire hazards in high fire hazard severity zones, as feasible.
- S 4.11 Collaborate with local governments to establish fire fuel management practices in local and regional parks and open spaces., as feasible
- S 4.12 Identify existing public and private roadways in fire hazard areas not in compliance with contemporary fire-safe standards, including road standards, vegetation clearance, and other requirements of Sections 1273 and 1274 of the California Code of Regulations to the extent resources are available. Work at retrofitting County-owned roadways as needed to meet current standards and require private property owners to do the same, to the extent feasible and given the absence of other site constraints.
- S 4.13 Use ongoing brush clearance fire inspections to educate homeowners on fire prevention tips by implementing annual countywide weed abatement program.
- S 4.14 Coordinate with local fire agencies to develop high-visibility fire prevention programs, including those offering voluntary home inspections and promoting awareness of home fire prevention measures.



4.20 Wildfire

- S 4.15 Seek to conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.
- S 4.16 Continue to work cooperatively with the California Department of Forestry and Fire Protection and Tribal government fire departments to strengthen fire-fighting capabilities and successfully respond to multiple fires.
- S 4.17 Consider developing a program to use existing reservoirs, tanks, and water wells in the county for emergency fire suppression water sources.
- S 4.18 When updating the Safety Element, the Multi-Jurisdictional Local Hazard Mitigation Plan, or at other times as appropriate, review inter-jurisdictional fire response agreements and improve firefighting resources as recommended in the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan. Ensure that fire response agreements and firefighting resources are able to meet current and future needs, including increased demand from new development and changing fire regimes. Ensure that:
- Fire reporting and response times do not exceed the goals listed in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan identified for each of the development densities described in these plans.
 - Fire flow requirements (e.g., water for fire protection) are consistent with Riverside County Ordinance 787, including requirements for fire hydrant size and outlets, sprinklers, and other water supply needs.
 - The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for future development types.
 - County firefighting agencies have access to water supplies that are regular, reliable, and sufficient to meet long-term needs, including accounting for changes in water supply availability.
- S 4.19 Continue to use the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan as the foundational document to implement the Safety Element's goals and objectives.
- S 4.20 Encourage property owners to use clustering and Transfer of Development Rights (TDR) program when developing lands within Fire Hazard Severity Zones, as appropriate, by:
- Exploring restricting the development of a property through placement of conservation easement.



- Considering acquiring the conservation easements similar to that of the Multiple Species Habitat Conservation Plan (MSHCP).

- S 4.21 Identify, map, and update Fire Hazard Severity Zone maps on an as-needed continual basis.
- S 4.22 Ensure that the Riverside County Fire Department has appropriate municipal staffing and Office of the Fire Marshall staff to address development pressure and adequately respond to expected future fire protection needs.
- S 4.23 Implement a coordination program with fire protection and emergency service providers to reassess fire hazards after wildfire events and adjust fire prevention and suppression needs, including needs for new or revised development and reconstruction standards.
- S 4.24 Implement a regional coordination program to increase support for coordination among fire protection and emergency service providers.
- S 4.25 Implement a long-term fire protection training and education program for government agencies and communities. (AI 93)
- S 4.26 Require as feasible automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities and encourage these sensors for all residences.
- S 6.1 Continually strengthen the Riverside County Emergency Management Department's Response Plan and Multi-Jurisdictional Local Hazard Mitigation Plan (as approved by the Federal Emergency Management Agency) and maintain mutual-aid agreements with federal, state, local agencies, and the private sector to assist in:
- a) Clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress
 - b) Heavy search and rescue
 - c) Fire suppression
 - d) Hazardous materials response
 - e) Temporary shelter
 - f) Geologic and engineering needs
 - g) Traffic and crowd control
 - h) Building inspection



4.20 Wildfire

- S 6.10 Regularly review and clarify emergency evacuation plans for dam failure, inundation, fire, and hazardous materials releases. The County shall also continue to maintain, periodically update, and test the effectiveness of the Emergency Operations Plan.
- S 7.1 Collaborate with local governments and special districts in Riverside County as well as with Inland Southern California Climate Collaborative to develop and implement regional climate change adaptation and resilience initiatives.
- S 7.2 Support the Resilient IE project to foster increased community resilience to climate-related hazards in unincorporated Riverside County and across the wider region. Incorporate the Resilient IE project files, including the Western Riverside County Vulnerability Assessment, the Western Riverside County Adaptation Strategies, and the WRCOG Subregion Hazard and Evacuation Maps, into this Safety Element by reference.
- S 7.12 Use natural resources and infrastructure to absorb the impacts of climate change and associated natural hazards, as feasible.

Harvest Valley/Winchester Area Plan

The following policies contained in the Harvest Valley/Winchester Area Plan are applicable to the project in regard to wildfire:

- HWVAP 21.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations that are relevant to the project:

Ordinance No. 695, *Abatement of Hazardous Vegetation*: Under this ordinance, the RCFD distributes hazard abatement notices, roughly 30,000 each year, requiring property owners to reduce the fuels around their property. These notices order property owners to reduce fuels (e.g., flammable grass, brush, etc.) around their property. Requirements for hazard reduction around improved parcels (i.e., those with structures) are set forth in Ordinance No. 787. A minimum 30-foot clearance is required around all structures; it may be extended up to 100 feet in areas with severe fire hazards. On unimproved parcels, the property owner is required to disc or mow 100 feet around the property perimeter. Again, this may be increased (or decreased) from the initial 100-foot width based on visual inspection by the Fire Chief or Chief's designee. The County also requires new development within high fire hazard areas to include a fuel modification program for its WUI, subject to RCFD approval. Lastly, this ordinance also allows the Fire Chief or designee entry onto any real property to inspect when there is reasonable cause that hazardous vegetation exists.



Ordinance No. 787, *Fire Code Standards*: This ordinance adopts and, where necessary amends, the CFC to safeguard lives and property from fire, explosion hazards and hazardous conditions within Riverside County. It also governs the issuance of fire permits and the collection of fees. The ordinance helps ensure that structural and nonstructural architectural elements of buildings do not impede emergency egress for fire safety personnel, equipment or apparatus and do not hinder evacuation from fires, including potential blockages of stairways or fire doors. During adoption of Ordinance No. 787, the Riverside County Board of Supervisors also included additional requirements and standards for fire hazard reduction in order to ensure the health, safety and welfare of existing and future residents and workers in Riverside County, based on demands of climate, geography, topography, and geology.

Riverside County Fire Department

RCFD, in coordination with CAL FIRE, provides fire and emergency services to all County unincorporated areas and 21 partner cities within the County. Riverside County Fire Department is equipped for fire prevention and detention support from both the ground through its 101 stations, but also from the air through the Ryan Air Attack Base at the Hemet Ryan Airport. Through the County Fire Marshall, RCFD also analyzes and inspects construction development both in their planning and construction phases. The Community of Winchester continues to contract with the RCFD for fire protection services and emergency medical services including paramedic services. The contract includes fire suppression, fire prevention, hazardous materials response, urban search, and rescue response and other related services. The RCFD is administrated and operated by the California Department of Forestry and Fire Prevention under an agreement with the County.¹

CAL FIRE/Riverside County Fire 2020 Unit Strategic Fire Plan

The CAL FIRE/Riverside County Fire 2020 Unit Strategic Fire Plan² is used by the CAL FIRE Riverside Unit to direct and guide its fire management activities for its service area. The Strategic Fire Plan emphasizes “pre-fire” management, which is a process to assess alternatives to protect assets from unacceptable risk of wildland fire damage. Pre-fire “project alternatives” may include a combination of fuels reduction, ignition management, fire-safe engineering activities and forest health improvement to protect public and private assets. In addition to its main emphasis on the San Jacinto Mountains and its at-risk communities, pre-fire projects have also been planned and implemented on SRA lands in and adjacent to the San Bernardino and Cleveland National Forest. A number of cooperative projects have taken place with many more being planned. The Riverside Unit also treats fuels within the region’s Multi-Species Preserves and other public lands within SRAs, but not in National Forests.

The Strategic Fire Plan’s overall goal is to reduce total government costs and citizen losses from wildland fire in the Riverside Unit by protecting assets at risk through focused pre-fire management prescriptions and increasing initial attack success. The Strategic Fire Plan has six strategic objectives:

1 City of Coachella, Coachella General Plan Update, Section 4.15, Public Services, 2015.

2 CAL FIRE/Riverside County, *Unit Strategic Fire Plan*, 2020.



- Create wildfire protection zones that reduce the risks to citizens and firefighters.
- Provide framework for Fire-Life Safety in Communities.
- Include all wildland, not just the SRAs. Analysis will ultimately include all wildland fire service providers - federal, State, local government and private. This is the long-term strategy. This plan is primarily focused on the Riverside Unit's CAL FIRE Direct Protection Area (DPA), however the current extreme fuel conditions existing in the San Jacinto Mountains require the Unit to include the SRAs within U.S. Forest Service DPA.
- Identify and analyze key policy issues and develop recommendations for changes in public policy. Analysis will include alternatives to reduce total costs and/or increase fire protection system effectiveness.
- Describe the wildland fire protection system in fiscal terms. This can include all public/private expenditures and potential economic losses.
- Translate the analysis into public policy.

Riverside County Fire Department Strategic Plan 2009-2029

The RCFD Strategic Plan³ details the department's goals and strategies for proactively coordinating fire facility, service and Riverside County equipment needs for 2009-2029. It incorporates CAL FIRE's management plan for several County sub-zones within Riverside County. The plan is aimed at ensuring that existing and future development maintain adequate service levels throughout Riverside County.

Multi-Jurisdictional Local Hazard Mitigation Plan

The Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan⁴ (LHMP) aims to lessen a disaster's effects by recognizing hazards and developing ways to reduce their impact. Risk assessments rate hazards with the highest potential impact to the community. In addition, long-term prevention or protection steps are developed to lessen the hazard's impact. The LHMP creates awareness of hazards, threats, and susceptibilities within the community, and paves a path forward for jurisdictions to prepare for local disasters. Plan objectives include:

- Reduce loss of life and injuries.
- Reduce hazard related property losses.
- Protect the environment.
- Maintain coordination of disaster planning and integrate public policy.
- Improve community and agency awareness.

3 Riverside County, Riverside County Fire Department Strategic Plan 2009-2029, 2009.

4 Riverside County, County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, 2018.



4.20.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the State CEQA Guidelines contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement WF-1);
- 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 (refer to Impact Statement WF-2);
- 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 (refer to Impact Statement WF-3); and/or
- 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 (refer to Impact Statement WF-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

4.20.4 IMPACTS AND MITIGATION MEASURES

EMERGENCY/EVACUATION PLANS

WF-1 PROJECT IMPLEMENTATION COULD SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.

Impact Analysis

As shown in [Exhibit 4.20-1](#) and [Exhibit 4.20-2](#), portions of the project area are in or near lands classified Very High Fire Hazard Severity Zone (VHFHSZ) and portions of the project area are in or near a State Responsibility Area (SRA). The project proposes land use and policy changes that would facilitate development within the project area. Therefore, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ.

The RCFD has adopted a 2009-2029 Strategic Plan and a 2020 Unit Strategic Fire Plan. The 2009-2029 Strategic Plan details RCFD’s goals and strategies for proactively coordinating fire facility, service and Riverside County equipment needs for 2009-2029 to maintain response times in the event of an emergency. The 2020 Unit Strategic Fire Plan’s overall goal is to reduce total government costs and citizen losses from wildland fire in the Riverside Unit by protecting



assets at risk through focused pre-fire management prescriptions and increasing initial attack success. The plans outlined above would reduce impacts related to the impairment of an emergency response or activation plan. Specific developments allowed under the proposed project would be required to be compatible with the provisions of these plans.

Thus, project implementation is not anticipated to impair an adopted emergency response plan or emergency evacuation plan. The potential to impair an adopted emergency response plan or emergency evacuation plan would be addressed on a project-by-project basis for individual projects within the project area and conditions of approval and/or mitigation would be placed on proposed projects to address any potential impacts, consistent with the Safety Element and Ordinance No. 787, which adopts the CFC, as amended, to govern the safeguarding of life and property from fire, explosion hazards and hazardous conditions and to regulate the issuance of permits and collection of fees. Ordinance No. 787 also provides specifications for Fire Apparatus Access Roads. The County has outlined information, policies, and regulations regarding fire and other hazards in the Safety Element.

The project's adherence to State regulations (see [Section 4.20.2, Regulatory Setting](#), for California Codes, California Emergency Services Act, and SEMS), County regulations (Ordinance No. 787 and RCFD Strategic Plans) would ensure that impacts related to emergency response and evacuation plans by ensuring that fire response times within acceptable limits and are not impeded as a result of future development accommodated by the project would have less than significant impacts. Emergency services and access is further described in [Section 4.15](#).

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WILDFIRE RISKS

WF-2 DUE TO CERTAIN FACTORS, THE PROJECT COULD EXACERBATE WILDFIRE RISKS, AND THEREBY EXPOSE PROJECT OCCUPANTS TO, POLLUTANT CONCENTRATIONS FROM A WILDFIRE OR THE UNCONTROLLED SPREAD OF A WILDFIRE.

Impact Analysis

As discussed above, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ; refer to [Exhibit 4.20-1](#) and [Exhibit 4.20-2](#). Because the project would both increase development and residential densities in or near areas susceptible to wildland fires, Project implementation could exacerbate wildfire risks in portion of the project area, thereby exposing future project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Safety Element Chapter 5 describes action items to reduce fire hazards, including removal or reduction of vegetation that constitutes fuel for fires in or near developed areas and the development of a network of firebreaks that reduce the potential spread of wildfires.



Furthermore, future development facilitated by the project would be required to comply with applicable provisions of the CBC, CFC (County Ordinance 787), and RCFD Standards pertaining to human health and safety. The County would review all project plans to ensure compliance with these regulations. The potential to exacerbate wildfire risks and thereby expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be addressed on a project-by-project basis for individual projects within the project area and conditions of approval and/or mitigation will be placed on projects to address any potential impacts, consistent with the Safety Element and Ordinance No. 787. Through proper site design and compliance with standard and emergency County access requirements, future development would not exacerbate wildfire risk, or expose future development site(s) to pollutant concentrations from a wildfire or uncontrolled spread of wildfire.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

ASSOCIATED INFRASTRUCTURE

WF-3 THE PROJECT WOULD REQUIRE THE INSTALLATION OF ASSOCIATED INFRASTRUCTURE THAT MAY EXACERBATE FIRE RISK OR RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT.

Impact Analysis

As discussed above, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ; refer to [Exhibit 4.20-1](#) and [Exhibit 4.20-2](#). Additionally, development facilitated by the project could require the installation of associated infrastructure that could exacerbate fire risk or result in temporary or ongoing environmental impacts. However, the potential for road maintenance, fuel breaks, emergency water sources, power lines, or other utilities to exacerbate fire risk or result in temporary or ongoing environmental impacts would be addressed on a project-by-project basis for individual projects within the project area; see also [Section 4.10, Hydrology and Water Quality](#), and [Section 4.19, Utilities and Service Systems](#). Each future development project would be reviewed and conditions of approval placed on the proposed project to address any potential impacts, consistent with the Safety Element's Fire Hazards section and Ordinance No. 787, which includes specifications regarding Fire Apparatus Roads. If new roads are proposed, due to the relatively fire-proof nature of roads, no adverse impacts are anticipated. In addition, roads provide fire or fuel breaks and routes for firefighters to access areas with wildland fires. Therefore, these improvements would be beneficial to reducing wildland fire hazards. Per Section 10.2.J (Land Division Improvements) of Ordinance No. 460, projects which are located in High Fire Hazard Areas as shown on the Riverside County General Plan Hazardous Fire Area Map require the following special fire mitigation measures:

1. Roofs, eaves and siding must be constructed with Class B fire resistant roofing materials;
2. A buffer of fire retardant landscaping for appropriate distances from structures; and
3. Water facilities improvements such as storage tanks as required by the Fire Chief.



In addition, several existing General Plan policies would reduce fire risk or result in temporary or ongoing environmental impacts from the installation or maintenance of associated infrastructure. General Plan Policy S 5.2 encourages continued operation of programs for fuel breaks, brush management, controlled burning, revegetation, and fire roads. Policy S 4.4 limits or prohibits development or activities in areas lacking water and access roads. Lastly, Policy S 4.1, which addresses proposed development (including associated infrastructure) states that all proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire and Building and Safety departments. Policy S 4.1 also states that all proposed development and construction shall meet minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use. To ensure future development facilitated by the project is designed to minimize potential wildfire risk, the future project(s) would be required to comply with applicable provisions of the CBC, CFC, Riverside County Ordinance Nos. 460 and 787, and RCFD Standards pertaining to human health and safety. The County will review all project plans to ensure compliance with these regulations. Following compliance with the established regulatory framework, the project would not exacerbate fire risk or result in temporary or ongoing environmental impacts from the installation or maintenance of associated infrastructure. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

RISK TO PEOPLE OR STRUCTURES

WF-4 THE PROJECT WOULD EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS, INCLUDING FLOODING OR LANDSLIDES.

Impact Analysis

As discussed above, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ; refer to [Exhibit 4.20-1](#) and [Exhibit 4.20-2](#). As a result, project implementation could 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. According to the California Geological Survey, steep terrain exists in and around the project area, there is a high potential for seismically induced rockfall and landslides to occur within the project area.⁵ As previously discussed, slope angles in the project area vary from less than 15 percent to 30 percent or greater. However, future development facilitated by the project would include hardscape and landscape improvements that would serve to stabilize the built environment. Portions of the project area are located with the FEMA 100-year floodplain. Future uses within or altering a 100-year floodplain or other FEMA-mapped flood hazard area would need to obtain a Letter of Map Revision (LOMR), Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision Based on Fill (CLOMR-F) that describes the effect that the

⁵ California Geological Survey, *Geologic Hazards Data and Maps Data Viewer*, <https://maps.conservation.ca.gov/geologichazards/>, accessed April 2, 2021.



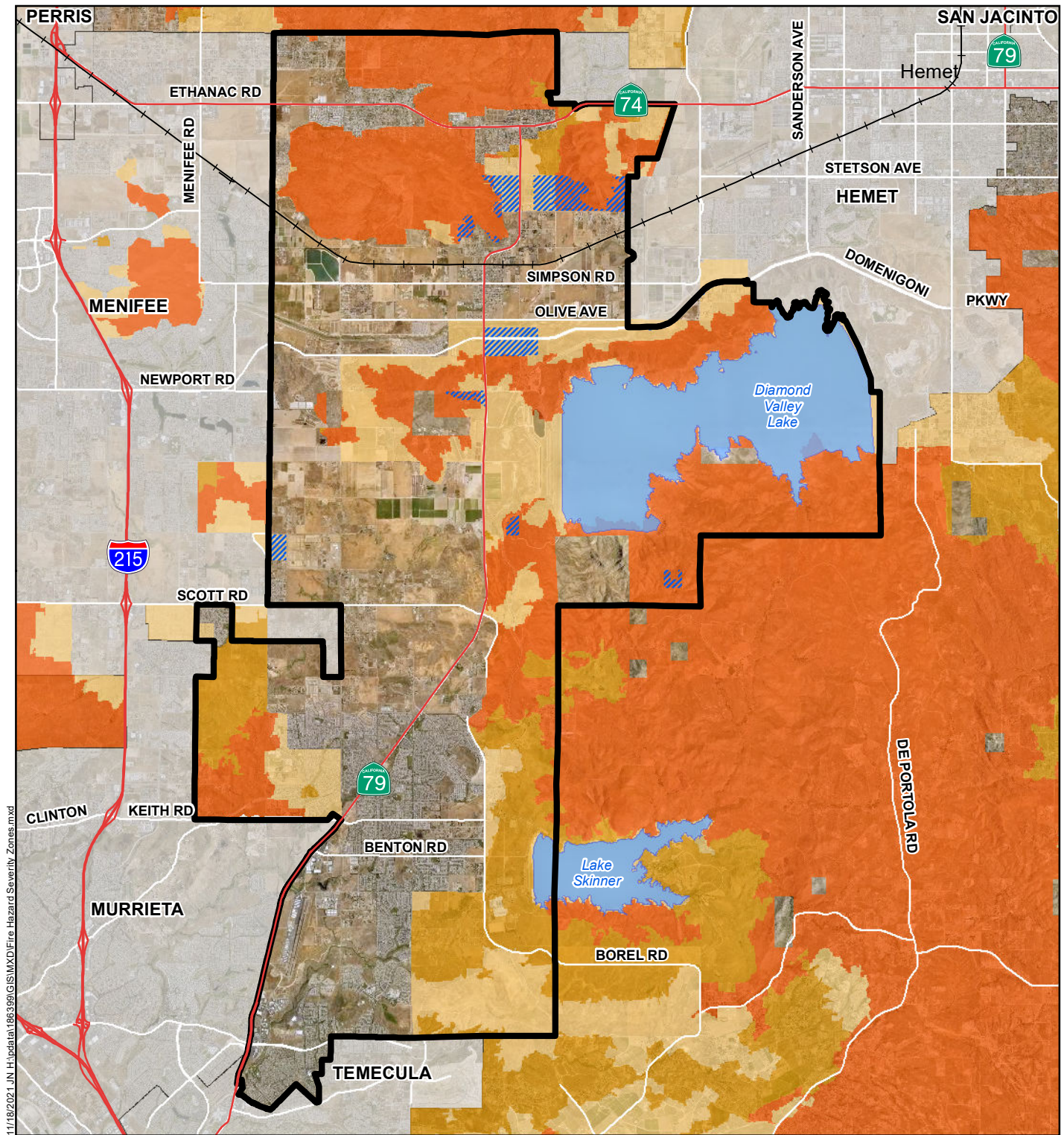
proposed project or fill would have on the NFIP map. Additionally, per Policy S 4.1, for new construction and proposals for substantial improvements to residential and non-residential development within 100-year floodplains as mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA, Riverside County shall apply a minimum level of acceptable risk; and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency. Policy LU 9.4 allows development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and/or biologically sensitive resources. Wherever possible, development on parcels containing 100-year floodplains and blue line streams and other higher-order watercourses and areas of steep slopes adjacent to them shall be clustered so as to keep development out of the watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses. Adherence to FEMA regulations and the above General Plan policies would reduce impacts related to flooding and slope instability. The County has outlined information, policies, and regulations regarding fire and other hazards in the Safety Element and RCC. Safety Element Chapter 5 describes action items to reduce fire hazard within the County, including strict zoning and development regulations, removal or reduction of vegetation that constitutes fuel for fires in or near developed areas and the development of a network of firebreaks that reduce the potential spread of wildfires. Adherence to State and County codes, and emergency and evacuation plans set by the County would prevent impacts to people or structures from risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

4.20.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable wildfire impacts would occur as a result of the proposed project.



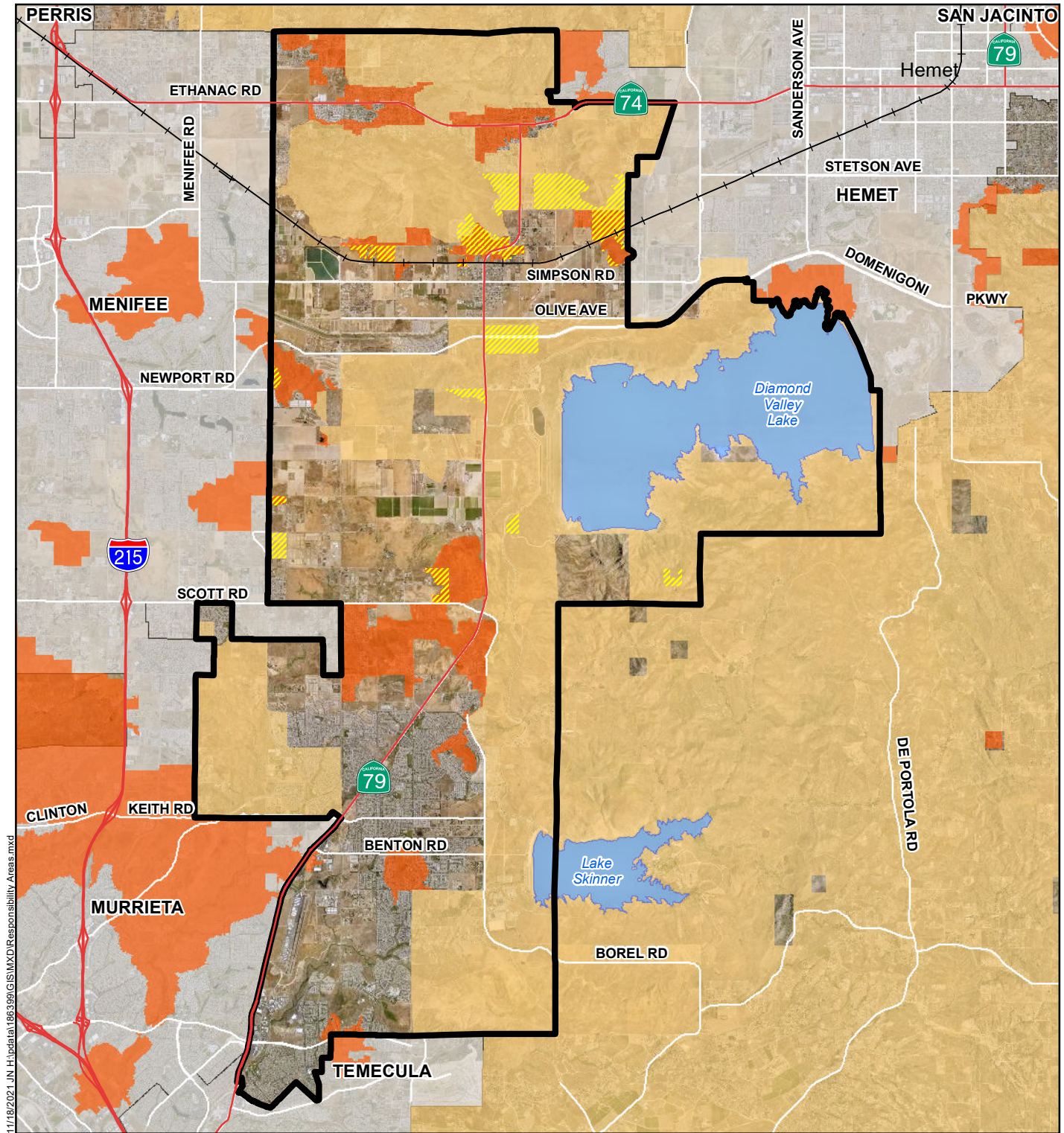
11/18/2021, 11:41:18 AM H:\p\data\1863399\GIS\MXD\Fire Hazard Severity Zones.mxd

Legend	
	Winchester Community Plan Area
	City Boundary
	Waterbodies
	Moderate Threat
	High Threat
	Very High Threat
	Proposed Land Use Changes within a Fire Hazard Severity Zones



Source: CalFire, County of Riverside, ESRI

WINCHESTER COMMUNITY PLAN
 ENVIRONMENTAL IMPACT REPORT
Fire Hazard Severity Zones



11/18/2021, 11:41:18 AM, H:\p\data\1863990\GIS\MXD\Responsibility Areas.mxd

Legend	
	Winchester Community Plan Area
	City Boundary
	Waterbodies
	Local Responsibility Area (LRA)
	State Responsibility Area (SRA)
	Proposed Land Use Changes within Responsibility Area



Source: CalFire, County of Riverside, ESRI

WINCHESTER COMMUNITY PLAN
 ENVIRONMENTAL IMPACT REPORT
Responsibility Areas



This page intentionally left blank.



4.21 MANDATORY FINDINGS OF SIGNIFICANCE

State CEQA Guidelines § 15126.2(b) requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. The environmental effects of the proposed Winchester Community Plan (project) are addressed in Sections 4.1 through 4.20 of this Program EIR. Compliance with the established regulatory framework including Federal and State regulations, General Plan policies, Riverside County Code (RCC) regulations, standard conditions, and mitigation measures provided in this Program EIR would reduce impacts to levels considered less than significant except the following, which would remain significant and unavoidable:

- Agricultural Resources: 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.
- Agricultural Resources: Conflicting with existing zoning for agricultural use or a Williamson Contract.
- Air Quality: Conflict with or obstruct implementation of the applicable air quality plan.
- Air Quality: 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.
- Air Quality: Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations.
- Greenhouse Gases: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Greenhouse Gases: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.
- Land Use and Planning: 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.
- Noise: Generate 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 or noise ordinance, or applicable standards of other agencies.
- Transportation: Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b).



This page intentionally left blank



5.0 CUMULATIVE IMPACTS

State CEQA Guidelines Section 15355 provides the following definition of cumulative impacts:

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) *The individual effects may be changes resulting from a single project or a number of separate projects.*

The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

State CEQA Guidelines Section 15130 further addresses the discussion of cumulative impacts, as follows:

- 1) *An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.*
- 2) *If the combined cumulative impact associated with the project’s incremental effect and the effects of other projects is not significant, the EIR should briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR.*
- 3) *If the combined cumulative impact associated with the project’s incremental effect and the effects of other projects is significant, the EIR must determine whether the project’s contribution is cumulatively considerable.*
- 4) *The EIR may conclude the project’s contribution to a significant cumulative impact is less than cumulatively considerable and thus is not significant, if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.*

Section 5.0, *Environmental Analysis*, assesses the cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact’s severity and likelihood of occurrence.

In accordance with State CEQA Guidelines Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*
 - A. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or*



- B. A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*
- C. When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*
- D. Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*
- E. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.*
- F. A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

This EIR evaluates the project's potential cumulative impacts using both the list and summary of projections approaches depending upon which approach is appropriate/relevant for each environmental issue area. The geographic area considered for cumulative impacts varies depending on environmental issue area. For example, the project's operational effects have geographic scopes that are global (such as greenhouse gases, addressed in [Section 5.8, Greenhouse Gas Emissions](#)), regional (such as air quality, addressed in [Section 5.3, Air Quality](#)), and local (such as light and glare, addressed in [Section 5.1, Aesthetics](#)).

[Table 5-1, Cumulative Projects List](#), and [Exhibit 5-1, Cumulative Projects Map](#), identify related County-sponsored projects in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following list of projects was developed based on data provided by the City and adjacent jurisdictions as of the date of the Notice of Preparation (April 18, 2019). The implementation of each project represented in [Table 5-1](#) was determined to be reasonably foreseeable.

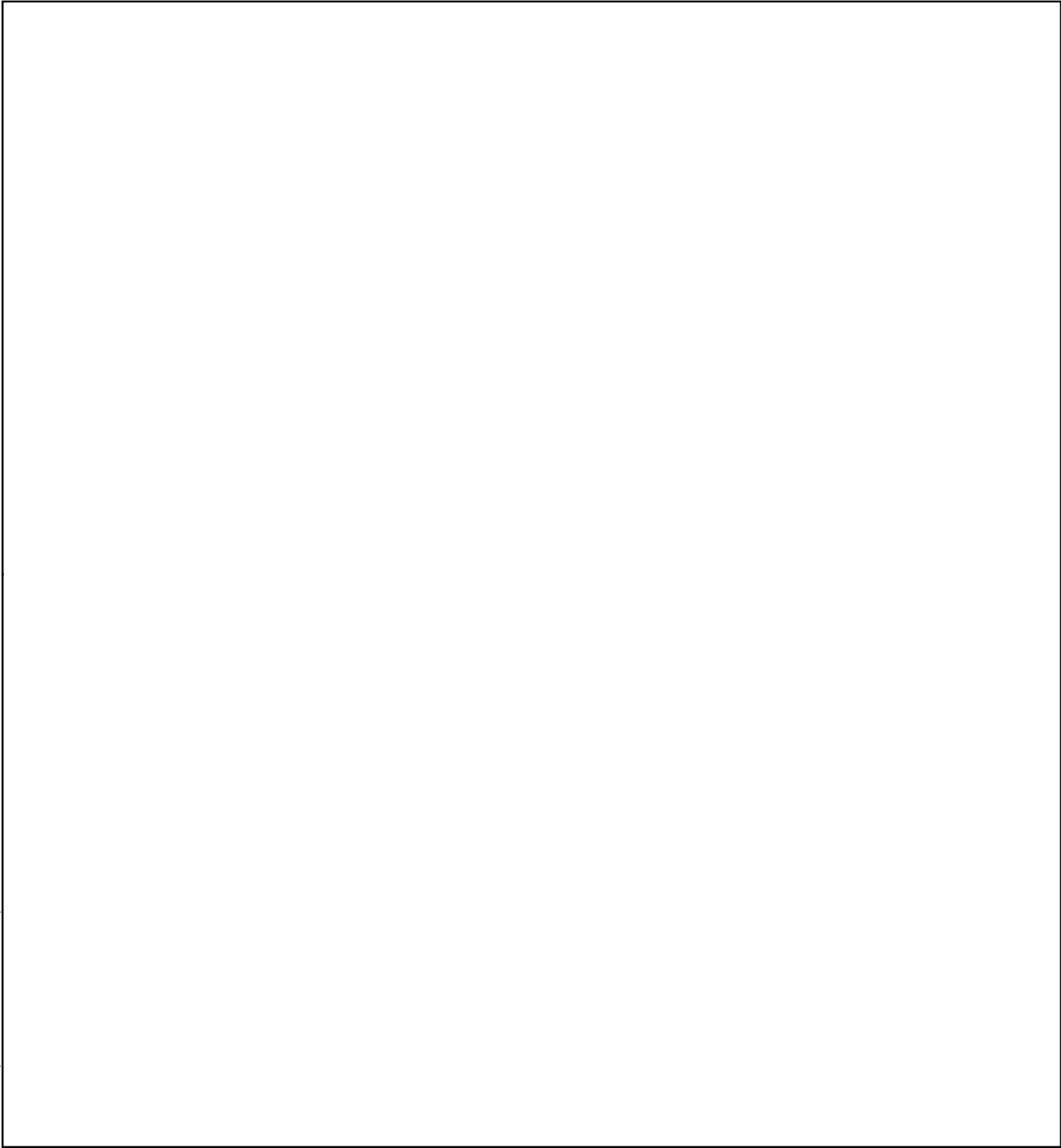


Table 5-1: Cumulative Projects List

Project ID and General Plan Amendment No.	Location (APN)	Approximate Distance to Project Area (miles)	Residential (DU)	Non-Residential (SF)	Status
1 (GPA01222)	317210018, 317210022, 317210023	10		612,481	Applied
2 (GPA180001)	469160009, 469160010, 469160011, 469160012, 469160013, 469160023, 469160030, 469160036, 469160038, 469220006, 469220008, 469220009, 469220010, 469220011, 469220017, 469220019, 470040013, 470040014, 470040015, 470040016, 470040017, 470040018, 470040019, 470040020	2	569		Assigned
3 (GPA190008)	307070003, 307070004, 307070005, 307080005, 307080006, 307080007, 307080008, 307090001, 307090002, 307090004, 307090005, 307090006, 307100001, 307100003, 307100004, 307100005, 307110003, 307110007, 307110008, 307220001, 307230019, 307230020	6		9,668,142	LDC Review
4 (GPA190011)	318160024	12	2	-	Applied
5 (GPA190016)	461170001	0	101		LDC Review
6 (GPA200002)	553090005, 553090025, 555090005, 555090006, 555090007, 555090008, 555090009, 555090010, 555090011, 555090012, 555100012, 555130002, 555130003, 555130004, 555130005, 555130006, 555130007, 555130012, 555130013, 555130014, 555130015, 555130019, 555140001, 555140003, 555140008	7	25		Assigned
7 (GPA200006)	918160005	7		3,364	Assigned
8 (GPA200008)	459230002	0	4		Assigned
9 (GPA210001)	480030041	0	50		LDC Review
10 (GPA210004)	472110001, 472110002, 472110003, 472110004, 472110007, 472110008, 472110009, 472110032, 472110033, 472110034	0	436		Assigned
Total			1,187	10,283,987	

DU = dwelling units; LDC review = Land Development Committee review; SF = square feet
 Source: County of Riverside, 2021.

11/11/2021, JN H:\pdata\186399\GIS\MXD\BlankTemplate.mxd



Legend

This section is currently empty, intended for a legend to describe the symbols and colors used on the map.



Source: Riverside County Mapping Portal, 2021; Kimley-Horn, 2021

WINCHESTER COMMUNITY PLAN
ENVIRONMENTAL IMPACT REPORT
Cumulative Projects Map



5.1 AESTHETICS

AES-1 PROJECT IMPLEMENTATION WOULD SIGNIFICANTLY CONTRIBUTE TO A CUMULATIVELY CONSIDERABLE IMPACT ON A SCENIC VIEW OR VISTA?

Impact Analysis

As discussed in Section 4.1, *Aesthetics*, new development associated with buildout of the Winchester Community Plan is not anticipated to adversely impact scenic views and vistas. Future development activities would be subject the Winchester Community Plan Design Guidelines as well as several new and revised policies proposed for the HVWAP that would preserve and enhance scenic vistas and viewpoints. As such, it is not anticipated that views would be substantially obstructed with the implementation of the project. Although future development could increase view blockage of scenic resources, each project would be reviewed and evaluated to ensure that there is not substantial view blockage to these scenic resources as part of the County's development review process. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

AES-2 PROJECT IMPLEMENTATION WOULD SIGNIFICANTLY CONTRIBUTE TO A CUMULATIVELY CONSIDERABLE IMPACT IN DAMAGING SCENIC RESOURCES, INCLUDING BUT NOT LIMITED TO TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

Impact Analysis

There are no State-designated scenic highways within the project area.¹ Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

¹ California Department of Transportation, California State Scenic Highway System Map, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed October 27, 2021.



AES-3 PROJECT IMPLEMENTATION WOULD SIGNIFICANTLY CONTRIBUTE TO A CUMULATIVELY CONSIDERABLE IMPACT TO VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS?

Impact Analysis

Short-Term Impacts

Project construction activities are considered to be short-term and would cease upon project completion. There are currently four cumulative projects within the project area (Cumulative Project No. 5, 8, 9, and 10). Construction activities associated with buildout of the project and these cumulative projects could be viewed at the same time. However, with implementation of Mitigation Measure AES-1, future development within the Winchester Community Plan boundaries would be required to utilize temporary fencing to buffer views of construction equipment and material to reduce the negative visual impacts associated with grading and construction. Thus, with implementation of Mitigation Measure AES-1, the proposed project would not significantly contribute to the cumulative degradation of character/quality during construction.

Long-Term Impacts

Cumulative projects could result in a change in the character/quality of the landscape experienced within the Winchester Community Plan area. There are currently four cumulative projects within the project area (Cumulative Project No. 5, 8, 9, and 10). As a result, future development within the Winchester Community Plan Area and in the surrounding area would result in intensification of development. However, future development activities would be subject to the Winchester Community Plan Design Guidelines as well as several new and revised policies proposed for the HVWAP that would preserve and enhance visual character and quality within the project area and surrounding vicinity. As such, it is not anticipated that the project would negatively impact visual character/quality of the project area. Individual development projects would be subject to the County's development review process to ensure high-quality development that it is complementary and compatible with the community character and design. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: Refer to Mitigation Measure AES-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

AES-4 PROJECT IMPLEMENTATION WOULD SIGNIFICANTLY CONTRIBUTE TO A CUMULATIVELY CONSIDERABLE IMPACT IN CREATING A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

Impact Analysis

Short-Term Impacts

Cumulative construction projects could occur at the same time as the proposed project, which may result in short-term construction lighting impacts in the area. However, proposed project



5.0 Cumulative Impacts

construction activities are anticipated to occur primarily during the daytime hours. All construction activities associated with future development would be subject to compliance with Ordinance No. 847, *Regulating Noise*. Pursuant to Ordinance No. 847, construction activity located within one-quarter of a mile from an inhabited dwelling would be limited to the hours between 6:00 a.m. and 6:00 p.m., June through September, and 7:00 a.m. and 6:00 p.m., October through May. Light and glare during daytime construction activities would not impact surrounding uses. In the event that construction would require nighttime lighting for security purposes, the project applicant would be required to comply with Ordinance No. 655, *Regulating Light Pollution*, and Ordinance No. 915, *Regulating Outdoor Lighting*. A less than significant cumulatively considerable impact would occur in this regard.

Long-Term Impacts

Cumulative development in the project area could result in an increase in lighting compared to existing conditions. However, the cumulative development projects in the surrounding area would be required to comply with the County's lighting ordinances (Ordinance No. 655 and Ordinance No. 915). The project would retain existing policies within the HVWAP to ensure lighting requirements specified in County Ordinance No. 655 are implemented to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory (HVWAP 9.1). The County of Riverside would continue to evaluate future development proposals for compatibility with Ordinance No. 655, Ordinance No. 915, and HVWAP 9.1 to achieve high quality development and compatibility with adjacent land uses and the overall character of the community. Therefore, the project would not cumulatively contribute to significant impacts from the creation of new lighting in the general area. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2 AGRICULTURE AND FORESTRY RESOURCES

AG-1 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE TO NON-AGRICULTURAL USE.

Impact Analysis

The proposed project and related cumulative development could result in the conversion of important farmland to non-agricultural uses. Future development in the project area and cumulative development projects identified above would be required to evaluate potential impacts to agricultural resources at the time development applications are filed with the County. Individual projects occurring within the project area and cumulative development proposals would also be evaluated by the County for consistency with a variety of County policies, County Ordinances, and regulations in place to minimize impacts related to conversion of important farmland to non-agricultural use.



5.0 Cumulative Impacts

As discussed in Section 4.2, *Agriculture and Forestry Resources*, the proposed project would convert eight percent of important farmland to non-agricultural uses. Thus, the proposed project would result in a cumulatively considerable impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Significant and Unavoidable Impact.

AG-2 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE OR A WILLIAMSON CONTRACT.

Impact Analysis

The proposed project and related cumulative development could conflict with existing zoning for agricultural use or a Williamson Act contract. As discussed in Section 4.2, *Agriculture and Forestry Resources*, the proposed project would convert eight percent of important farmland to non-agricultural uses. Additionally, approximately 5,282 acres of the project area are identified as Riverside County Agricultural Preserves (pursuant to the Williamson Act). Future development in the project area and cumulative development projects identified above would be required to evaluate potential impacts to agricultural resources at the time development applications are filed with the County. Individual projects occurring within the project area and cumulative development proposals would also be evaluated by the County for consistency with a variety of County policies, County Ordinances, and regulations in place to minimize impacts to agricultural zoning and Williamson Act contracts. Nonetheless, based on the project's significant and unavoidable impacts, impacts would be cumulatively considerable.

Mitigation Measures: None feasible.

Level of Significance: Significant and Unavoidable Impact.

AG-3 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CONFLICT WITH EXISTING ZONING FOR FOREST LAND, TIMBERLAND, OR TIMBERLAND ZONED TIMBERLAND PRODUCTION.

Impact Analysis

As discussed in Section 4.2, there are no lands within the project site that are zoned forest land, timber land, or timberland production. Because the project site does not contain these lands, the project would not conflict with any existing zoning for forest or timberlands. Additionally, the project would not alter the existing conditions in the project site such that such lands would be specifically converted to other uses. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.



AG-4 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD SIGNIFICANTLY CONTRIBUTE TO A CUMULATIVELY CONSIDERABLE IMPACT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE.

Impact Analysis

As discussed in Section 4.2, there are no lands within the project site that are zoned forest land, timber land, or timberland production. Because the project site does not contain these lands, the project would not conflict with any existing zoning for forest or timberlands. Additionally, the project would not alter the existing conditions in the project site such that such lands would be specifically converted to other uses. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

AG-5 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD SIGNIFICANTLY CONTRIBUTE TO A CUMULATIVELY CONSIDERABLE IMPACT IN THE CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE.

Impact Analysis

Refer to the responses above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3 AIR QUALITY

AQ -1 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT WOULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Impact Analysis

The South Coast Air Quality Management District (South Coast AQMD) is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties, which is referred to as the South Coast Air Basin (SCAB). The cumulative air quality impacts study area is the SCAB. Like the proposed project, future cumulative development proposals would be required to demonstrate consistency with the AQMP and 2020 Connect SoCal RTP/SCS to verify they do not interfere with attainment. Information regarding specific developments, construction phase timing, earthwork volumes, and the locations of receptors would be needed to quantify construction-related impacts. All future development would be



5.0 Cumulative Impacts

subject to the County's development review process and would be required to demonstrate consistency with County General Plan policies and County Ordinances in place to protect air quality.

As discussed in Section 4.3 Air Quality, due to the proposed project's size, operational emissions would exceed thresholds and impacts would be potentially significant as future development facilitated by the project could increase the frequency or severity of existing air quality violations. Although the proposed project would be consistent with the RTP/SCS's goals to reduce VMT and associated air pollutant emissions, the combined emissions from the project's buildout would potentially exceed South Coast AQMD project-level construction and operational thresholds (refer to discussion under Impact Statement 4.3-2) and implementation of all South Coast AQMD rules, regulations, and control measures may not be feasible for future developments. Thus, impacts would be cumulatively considerable in this regard.

Mitigation Measures: None feasible.

Level of Significance: Significant and Unavoidable Impact.

AQ -2 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD 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.

Impact Analysis

As discussed in Section 4.3, depending on how development proceeds, construction-related emissions associated with future development facilitated by the project could exceed SCAQMD thresholds of significance. Mitigation Measure AQ-1 would require preparation of an air quality analyses in accordance with SCAQMD guidance for all projects subject to CEQA review (meaning, non-exempt). Projects estimated to exceed SCAQMD significance thresholds would be required to implement mitigation measures in order to reduce air pollutant emissions to the greatest extent possible per General Plan Policy AQ 4.7. Mitigation Measures AQ-2 through AQ-6 would reduce fugitive dust emissions generated at future construction sites by requiring dust abatement measures. State Vehicle Code Section 23114 requires all trucks hauling excavated or graded material to the prevention of such material spilling onto public streets. Additionally, all building demolition activities would be required to adhere to SCAQMD Rule 1403 (Asbestos Emissions From Demolition/Renovation Activities). However, due to the unknown nature of future construction activities associated with the future development facilitated by the project, the potential exists for SCAQMD thresholds to be exceeded. Therefore, the project's construction-related air quality impacts would be considered significant and unavoidable due to the potential magnitude of construction that could occur from project implementation and would be cumulatively considerable in this regard.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-7.

Level of Significance: Significant and Unavoidable Impact.



AQ -3 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

Impact Analysis

As discussed in [Section 4.3](#), future development facilitated by the project could expose sensitive receptors to elevated pollutant concentrations during construction or operational activities if it would cause or contribute significantly to elevated levels. Exposure to pollutant concentrations in exceedance of the NAAQS or CAAQS are generally considered substantial. Mitigation Measure AQ-8 would require minimum distances between potentially incompatible land uses utilizing South Coast AQMD standards. However, because this impact may adversely affect the health of individuals, the impact is considered significant and unavoidable and would be cumulatively considerable impact in this regard.

Mitigation Measures: Refer to Mitigation Measure AQ-8.

Level of Significance: Significant and Unavoidable Impact.

AQ -4 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.

Impact Analysis

As discussed in [Section 4.3 Air Quality](#), during construction of future development facilitated by the project, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities could generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. With implementation of Mitigation Measure AQ-9, impacts would be less than significant.

The South Coast AQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The project would facilitate construction of residential uses that would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The project does not anticipated development of any of the land uses that have been identified by the South Coast AQMD as significant odor sources. Therefore, impacts would be less than significant and would not be cumulatively considerable in this regard.

Mitigation Measures: Refer to Mitigation Measure AQ-8.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



5.4 BIOLOGICAL RESOURCES

BIO-1 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD RESULT IN 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. FISH AND WILDLIFE SERVICES.

Impact Analysis

Development of cumulative projects could result in direct take of special-status species, construction and post-construction disturbances, and/or special-status habitat conversion. Like the proposed project, all future cumulative development would undergo environmental review on a project-by-project basis, to evaluate potential impacts to biological resources and ensure compliance with the established regulatory framework. As such, cumulative impacts to biological resources within the County and surrounding areas would be mitigated on a project-by-project basis.

As concluded in Impact Statement BIO-1, the project area supports a variety of special-status plant, habitat, and animal species. However, compliance with Mitigation Measure BIO-1 would ensure impacts to candidate, sensitive, and special-status wildlife species are less than significant. Mitigation Measure BIO-1 would require preparation of a Biological Resource Assessment which assesses existing resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. With implementation of applicable General Plan policies, Western Riverside MSCHP policies, and Mitigation Measure BIO-1, impacts to special-status plant species would be less than significant. Therefore, the proposed project would not result in cumulatively considerable impacts to special-status species or habitat.

Mitigation Measures: Refer to Mitigation Measure BIO-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



BIO-2 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD 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.

BIO-3 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD 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.

Impact Analysis

Development of cumulative projects could result in the local and regional loss of wetlands, riparian habitats, and sensitive natural communities. Future cumulative development with the potential to impact to Federally-protected wetlands would require Clean Water Act Section 404 Permit from the USACE prior to demolition, grading, or building permit approval. Any adverse effects to Federally-protected wetlands would be fully mitigated through compliance with the Section 404 regulatory process, as the USACE ensures no net loss of riparian habitat and preservation of biological function and value of any on-site jurisdictional features. All future cumulative development with potential to affect CDFW-jurisdictional riparian habitats would require a jurisdictional assessment and would be subject to compliance with California Fish and Game Code 1600 et seq. and CWA Sections 401 and 404 requirements. Cumulative development with the potential to alter any watercourse or wetland would be required to obtain applicable permits from the appropriate resource agencies. In addition, future cumulative development would be required to demonstrate consistency with the Western Riverside County MSHCP at the time the development application is filed with the County. As such, cumulative impacts concerning riparian or sensitive natural communities within the County would be mitigated on a project-by-project basis following compliance with California Fish and Game Code 1600 et seq., CWA Sections 401 and 404, and Western Riverside County MSHCP requirements.

As concluded in Impact Statement BIO-2, sensitive vegetation communities which exist or have the potential to exist on undeveloped sites include chaparral, coastal sage scrub, grassland, playas and vernal pools, riparian scrub/woodland/forest, RAFSS and woodlands/forests; refer to [Exhibit 4.4-1](#). Any future development occurring outside of the Priority Development Area with potential to impact to Federally-protected wetlands and/or CDFW-jurisdictional riparian habitats would require preparation of a jurisdictional assessment to determine the presence/absence of jurisdictional features and would be subject to CDFW and CWA requirements. In addition, future development in the project area would be required to demonstrate consistency with the Western Riverside County MSHCP at the time the development application is filed with the County. With implementation of existing General Plan policies and Mitigation Measure BIO-1, future development would result in less than significant impacts to riparian habitats or other sensitive natural communities. Therefore, the proposed project would not result in cumulatively considerable impacts to wetland, riparian, or sensitive natural communities.



Mitigation Measures: Refer to Mitigation Measure BIO-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

BIO-4 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD INTERFERE WITH THE MOVEMENT OF 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.

Impact Analysis

Like the proposed project, future cumulative development could also support wildlife corridors as identified in WRC-MSHCP Figure 3-2, *Schematic Cores and Linkages Map*. These projects would be subject to the corridor conservation measures, edge effect controls, and other components contained within the WRC-MSHCP to ensure that future development within the project does not substantially interfere with wildlife movement or corridors. In addition, future cumulative development would be required to consult with a Riverside County Ecological Resources Specialist (ERS), should a wildlife nursery site or native resident or migratory wildlife corridor is uncovered during preparation of a biological resources assessment (BRA). Impacts would be less than significant in this regard.

As discussed in [Section 4.3](#), future development accommodated by the proposed project would also be subject to the corridor conservation measures, edge effect controls, and other components contained within the WRC-MSHCP to ensure that future development within the project does not substantially interfere with wildlife movement or corridors (Mitigation Measure BIO-3). Future development within the project area would be required to comply with the mitigation framework included in Mitigation Measure BIO-2, which requires a preconstruction survey for nesting birds for all sites that contain trees, shrubs and/or other vegetation. Compliance with the established regulatory framework and Mitigation Measure BIO-2 through BIO-4 would reduce potential cumulative impacts to nesting birds and wildlife corridors to a less than significant level.

Mitigation Measures: Refer to Mitigation Measure BIO-2 through BIO-4.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

BIO-5 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.

Impact Analysis

Like the proposed project, other cumulative projects would be required to demonstrate compliance with applicable General Plan policies in place to minimize impacts to biological resources and maintain ecological diversity of Riverside County. In addition, cumulative development would be subject to the County's Oak Tree Management Guidelines. Following



these guidelines, both project related and cumulative impacts on oak trees would be reduced to less than significant. Thus, cumulative impacts would be less than significant implementation of these polices would reduce impacts from the project to a less than significant level.

Mitigation Measures: Refer to Mitigation Measure BIO-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

BIO-6 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CONFLICT WITH AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.

Impact Analysis

Cumulative development, as well as the proposed project area, are located within the Western Riverside County MSHCP. As discussed in Impact Statement BIO-2, the Western Riverside County MSHCP includes the protection of vulnerable species of wildlife, vegetation, and their environments. Future development in the project area and cumulative development projects identified above would be required to demonstrate consistency with the Western Riverside County MSHCP at the time the development application is filed with the County. Impacts would not be cumulatively considerable in this regard.

As discussed in [Section 4.3](#), site-specific surveys would be required prior to approval of future development permit applications to assess existing resources. The potential impacts associated with site-specific development, and identify mitigation measures to reduce potential impacts to a less than significant level. With implementation of existing General Plan policies and Mitigation Measure BIO-1, the proposed project would result in less than significant cumulative impacts to an adopted habitat conservation plan, natural community conservation plan, or State habitat restoration plan.

Mitigation Measures: Refer to Mitigation Measure BIO-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



5.5 CULTURAL RESOURCES

CUL-1 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO § 15064.5.

CUL-2 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE § 15064.5.

Impact Analysis

The project proposes land use and policy changes that would facilitate development within the project area. Combined with related cumulative development, impacts to cultural resources could be cumulatively considerable.

Like the proposed project, future cumulative development projects would include site-specific development applications and would be required to adhere to the County's development review process, including CEQA analysis, as necessary, which would analyze potential cultural resource impacts and identify the applicable regulatory framework and mitigation measures, as necessary. As indicated in [Section 4.5](#), to avoid potential impacts to cultural resources, compliance with Mitigation Measures CUL-1 and CUL-2 would be required. As a result, the proposed project would result in a less than significant impact to cultural resources with mitigation incorporated. Therefore, with the implementation of mitigation and compliance with the applicable regulatory framework, the project's contribution to a cumulatively considerable impact on historical and archaeological resources would be less than significant.

Mitigation Measures: Refer to Mitigation Measures CUL-1 and CUL-2.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

CUL-3 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD DISTURB HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES.

Impact Analysis

As discussed in [Section 4.5](#), the project does not propose any development; however, future development accommodated by the project could result in disturbance of vacant lands, resulting in the potential to disturb buried human remains, including those interred outside of formal cemeteries, in both known and previously unknown locations; thereby, resulting in a potential significant impact if appropriate regulatory measures are not strictly adhered to.

Cumulative projects may also have the potential to disturb buried human remains within the project area. There are currently four cumulative projects within the project area (Cumulative Project No. 5, 8, 9, and 10). As a result, future development within the project area and in the



5.0 Cumulative Impacts

surrounding area would result in intensification of development and potential impacts to human remains. However, future development activities would be subject to development review and be required to comply with existing Federal, State, and local regulations as well as necessary mitigation measures concerning the protection of human remains. Furthermore, compliance with Mitigation Measure CUL-2 will be required for future development projects that are subject to CEQA. As a result, the project would result in a less than significant impact to human remains. Therefore, with the implementation of mitigation and compliance with the applicable regulatory framework, the project's contribution to a cumulatively considerable impact on historical and archaeological resources would be less than significant.

Mitigation Measures: Refer to Mitigation Measure CUL-2.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.6 ENERGY

EN-1 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CUMULATIVE CONSUMPTION OF ENERGY RESOURCES.

EN-2 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

The geographic context for cumulative energy consumption impacts for electricity and natural gas is Countywide and relative to Southern California Edison (SCE) and SoCal Gas' service areas. While the geographic context for the transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of County-wide consumption. Future growth within the County is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure. As [Section 4.6 Energy](#), project is not anticipated to result in a substantial demand for electricity and natural gas that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Additionally, the fuel consumption associated with vehicle trips would not be considered inefficient, wasteful, or unnecessary. Furthermore, the project and other cumulative projects in the site vicinity would be subject to all applicable County of Riverside General Plan policies (e.g., Policies AQ 4.2, AQ 4.4, and AQ 20.10 through AQ 20.21) and BOS policies (e.g., H-29 and H-4) for energy conservation. In addition, future development would be required to comply with the California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) and Title 24 energy efficiency standards as implemented by the County. Thus, the project and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



5.7 GEOLOGY AND SOILS

GEO-1 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD RESULT IN SIGNIFICANT GEOLOGY AND SOILS IMPACTS.

For the purposes of geology and soils, cumulative impacts are considered for cumulative projects outlined above. The cumulative projects' regional geologic setting and regional seismicity would be similar; however, the local geologic setting, surficial geology, and subsurface soil conditions would vary according to site. Paleontological sensitivity would also vary by site.

The seismic-related hazards and geologic conditions identified in Section 4.7, *Geology and Soils*, would be specific to the project area and its users and would not be common or contribute to the impacts (or shared with, in an additive sense) on other sites. Individual projects would be designed and built in accordance with applicable standards included in the 2019 CBC and relevant County Ordinances and policies in place to minimize geologic and soils related hazards. As concluded in Section 4.7, the proposed project would not result in significant geology and soils impacts following compliance with the existing regulatory framework. Therefore, the project's incremental effects would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.8 GREENHOUSE GAS EMISSIONS

GHG-1 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE.

GHG-2 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.

Impact Analysis

Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. Therefore, impacts identified under Impact Statement GHG-1 and GHG-2 are not project-specific impacts to global climate change, but the proposed project's contribution to this cumulative impact. As discussed in Section 4.8, *Greenhouse Gas Emissions*, following compliance Mitigation Measures GHG-1 and GHG-2, as well as the established regulatory framework, the project's long-term GHG impacts would be reduced. However, as future development facilitated by project implementation would be analyzed on a project-by-project basis, it is not feasible to determine the extent of each development's potential contribution to global climate change and appropriate mitigation measures specific to each development at the time of this writing. Thus, due to the uncertainty of timing of future



5.0 Cumulative Impacts

development as well as project-specific details, future development could exceed the County's thresholds. The project's contribution to GHG impacts would be cumulatively significant in this regard.

Mitigation Measures: Refer to Mitigation Measure GHG-1 and GHG-2.

Level of Significance: Significant and Unavoidable Impact.

5.9 HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.

HAZ-2 IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED CUMULATIVE DEVELOPMENT COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Impact Analysis

As discussed in [Section 4.9, *Hazards and Hazardous Materials*](#), (Impact Statement HAZ-1 and HAZ-2), exposure of the public or the environment to hazardous materials can occur through transportation accidents, environmentally unsound disposal methods, or improper handling of hazardous materials or hazardous wastes. Like the proposed project, all cumulative development activities requiring the routing use, storage, transport, or disposal of hazardous materials would be subject to applicable local, State, and Federal regulatory requirements in place for hazardous materials. Following conformance with existing regulatory requirements in place for hazardous materials, future development within the project area would not result in cumulatively considerable impacts involving the use, storage, and transport of hazardous materials during operations.

As discussed previously, future development activities accommodated by the project would be subject to compliance with Mitigation Measures HAZ-1 and HAZ-2 to reduce risk of release. Following compliance with Federal, State, and local laws and regulations regarding the use and storage of hazardous materials, as well as Mitigation Measures HAZ-1 and HAZ-2, the proposed project would have less than significant cumulatively considerable impact.

Mitigation Measures: Refer to Mitigation Measure HAZ-1 and HAZ-2

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



HAZ-3 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS WOULD EMIT HAZARDOUS EMISSIONS OR HANDLE ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.

Impact Analysis

Cumulative development projects would have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25-mile of an existing or proposed school. All cumulative development activities requiring the routing use, storage, transport, or disposal of hazardous materials would be subject to applicable local, State, and Federal regulatory requirements in place for hazardous materials. Following conformance with existing regulatory requirements in place for hazardous materials, related development would not result in cumulatively considerable impacts involving the emission or handling of hazardous materials, substances, or wastes within 0.25-mile of an existing or proposed school.

As discussed in [Section 4.9](#), any future commercial or light industrial development proposed as part of the project would be required to adhere to General Plan Policies S.5.1 through S.5.9 for the handling and storage of hazardous materials, comply with Ordinance No. 651, comply with Cal/OSHA regulations, and U.S. EPA regulations in order to reduce the potential for impacts to schools within 0.25-mile of a development site. Future development would also require adherence to California Hazardous Waste Control Law, California HSC, and RCRA regulations in order to minimize potential impacts associated with the accidental release of hazardous materials. As a result, impacts would be less than cumulatively considerable in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-4 PROJECT IMPLEMENTATION WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT AND COMBINED WITH OTHER NEARBY PROJECTS COULD RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.

Impact Analysis

Cumulative development could also occur within the limits of the airport influence area Compatibility Zones identified on [Exhibits 4.9-3](#), [4.9-4](#) and [4.9-5](#). Like the proposed project, these developments could also modify the land uses within the airport land use Compatibility Plans and would be required to comply with the criteria implemented for each assigned Compatibility Zone. The compatibility criteria established by the Land Use Compatibility Plans are intended to reduce impacts related to land use safety with respect to both occupants of aircraft and people on the ground, protection of airport airspace, and general concerns related to aircraft overflight. Following adherence with the compatibility criteria identified by the airport land use Compatibility Plans, related development would not result in a safety hazard or excessive noise for people residing or working in the project area.



5.0 Cumulative Impacts

As discussed in [Section 4.9](#), the project proposes to redesignate some non-residential land uses to residential and mixed-use; and some low-density residential land uses to higher density residential uses within the Airport Influence Areas of the March Air Reserve Base and the Hemet-Ryan Airport. Together, these land use designation changes would result in more DU and less non-residential land uses within the Airport Influence Areas. Future residential development within the project area would occur within the Airport Influence Areas of all three airports: French Valley Airport, March Air Reserve Base and Hemet-Ryan Airport. Therefore, future residential development within the project area and within an Airport Influence Area would require review by the ALUC during the development review process to ensure development compliance with Compatibility Zone criteria. Policy LU 15.2 requires that all proposed projects located within Compatibility Zones to be reviewed for consistency with any applicable land use compatibility plan. This also requires future development within Compatibility Zones to be reviewed by the ALUC in accordance with the Basic Land Use Compatibility Criteria (ALUC Policy 3.1.1), for nonresidential development compatibility (ALUC Policy 3.1.4), for open land availability for emergency aircraft landing (ALUC Policy 4.2.4) and risk reduction through building design (ALUC Policy 4.2.6) and through allowing development clustering (LU Policy 15.9) and would ensure that future development would be compatible with the ALUCP and therefore, would not result in a significant impact. As a result, impacts would be less than cumulatively considerable in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-5 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.

Impact Analysis

As discussed in [Section 4.9](#), the proposed project would not impair or physically interfere with an adopted emergency response plans or emergency evacuation plan. The Riverside County Fire Department in cooperation with CalFire provides fire and emergency response service to unincorporated Riverside County. The Fire Department has adopted a Standards of Coverage and Deployment Plan to identify emergency facilities, deployment strategies, and have appropriate personnel and equipment available to effectively deal with emergency situations within the County. The proposed project, as well as related cumulative development, would be subject to compliance with General Plan Policies S 6.1, through S 6.5 in regard to providing emergency communication alerts, multilingual staff personnel to convey alerts, using incentives for encouraging emergency self-sufficient neighborhoods, and for the conducting of regional drills during earthquakes and other hazards would encourage the project to be pro-active and ready in the event of an emergency. Therefore, cumulative impacts associated with adopted emergency response or evacuation plans would be less than significant.

Mitigation Measures: No mitigation measures are required.



Level of Significance: Less Than Significant Impact.

HAZ-6 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRE.

Impact Analysis

Project implementation, combined with related cumulative projects, has the potential to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires; see Section 4.20, Wildfire for a detailed discussion. Adherence to State and County codes, and emergency and evacuation plans set by the County would prevent impacts to people or structures from risks of loss, injury or death. Therefore, impacts would be less than significant, and no cumulative impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10 HYDROLOGY AND WATER QUALITY

HWQ-1 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.

Impact Analysis

Short-Term Construction

Cumulative development would have the potential to affect water quality during the construction phase. Related cumulative developments that disturb one or more acre of soil would be required to obtain coverage under the NPDES General Construction Permit and would avoid and/or reduce construction-related impacts to water quality through preparation of a site-specific SWPPP, which identifies applicable BMPs. Each project would be required to comply with existing water quality standards at the time of development review and implement BMPs, as necessary. Further, related cumulative development occurring within the County of Riverside would be subject to the County's Stormwater/Urban Runoff Management and Discharge Controls Ordinance. Thus, related development would not result in cumulatively considerable construction-related hydrology and water quality impacts.

As concluded above, future construction activities could violate water quality standards or waste discharge requirements within the project area. Individual development projects would be required to obtain coverage under the NPDES General Construction permit as it would disturb more than one acre of soil. Pursuant to Construction General Permit requirements, a site-specific SWPPP would be required to control construction-related pollutants from leaving the site and affecting receiving waters. The SWPPP would include a list of BMPs that would be implemented to minimize environmental impacts and ensure that discharges during construction would not



cause or contribute to any exceedance of water quality standards in the receiving waters. Following conformance with NPDES requirements and the County's Stormwater/Urban Runoff Management and Discharge Controls Ordinance, the project would not result in significant cumulatively considerable construction-related impacts to water quality or surface or groundwater quality.

Long-Term Operations

Project implementation, combined with related cumulative projects, would incrementally change regional drainage patterns and would increase potential for stormwater pollution. Cumulative development subject to NPDES requirements would be required to develop a stormwater management program that specifies BMPs to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Cumulative development would be required to indicate how peak flows generated from each related project would be accommodated by existing and/or proposed storm drainage facilities and would be required to identify measures to ensure that each project does not adversely affect the rate or quantity of runoff leaving each site or degrade water quality. The Santa Ana and San Diego MS4 also requires all new development and significant redevelopment projects incorporate LID Best Management Practices where applicable and feasible. Further, related cumulative development occurring within the County of Riverside would be subject to the County's Stormwater/Urban Runoff Management and Discharge Controls Ordinance, and all applicable County Ordinances and State and Federal regulations in place to protect operational water quality. Therefore, related development would not result in cumulatively considerable operational hydrology and water quality impacts.

As concluded above, project implementation could potentially result in increased run-off and degraded water quality in the vicinity of the project site. Considering the existing regulatory framework in place to protect water quality (i.e., NPDES requirements, MS4, and applicable County ordinances), future development facilitated by the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Compliance with the regulatory framework would reduce the project's cumulative water quality impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-2 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Impact Analysis

Project implementation, combined with related cumulative projects, could result in changes to the amounts of impervious surfaces on each respective development site. Individual development projects would be required to mitigate drainage conditions through conformance with applicable local, State, and Federal regulatory requirements, as well as project-specific



5.0 Cumulative Impacts

mitigation. Pursuant to Santa Ana and San Diego MS4 requirements, all new development and significant redevelopment projects would be required to incorporate LID Best Management Practices where applicable and feasible to ensure post-construction hydrology mimics pre-development filtration. In accordance with Ordinance No. 754, the County of Riverside would review future cumulative development proposals to verify that permeable areas are incorporated into site-specific project design. Therefore, related development would not result in cumulatively considerable impacts to groundwater supplies and groundwater recharge.

Implementation of the project in addition to related cumulative projects would result in changes to the amounts of impervious surfaces within the San Jacinto Groundwater Basin and Temecula Valley Groundwater Basin. However, the project site is not located within a groundwater recharge area and no groundwater extraction would occur as part of the project. In addition, the project's estimated water demand is not anticipated to significantly impact groundwater supplies; refer to Impact Statement HWQ-2 and [Section 4.17](#). Therefore, the project would not result in significant cumulatively considerable impacts to groundwater supplies and groundwater recharge.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-3 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA IN A MANNER WHICH COULD RESULT IN EROSION OR SILTATION ON- OR OFF-SITE; INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF WHICH COULD RESULT IN FLOODING ON- OR OFF-SITE; AND CREATE OR CONTRIBUTE RUNOFF WATER WHICH COULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.

Impact Analysis

Project implementation, combined with related cumulative projects, would incrementally change regional drainage patterns and would increase potential for impacts related to erosion or siltation, flooding, and polluted runoff. However, individual development projects would be required to mitigate impacts related to erosion or siltation, flooding, and runoff through conformance with applicable local, State, and Federal regulatory requirements, as well as project-specific mitigation. In addition, the Riverside County FCWCD would review future cumulative development on a project-by-project basis and would require connection fees and ongoing user fees in accordance with its ADP.

As discussed, implementation of the project and related cumulative projects would result in an increase to impervious surfaces as compared to existing conditions. Post-construction runoff would be addressed and mitigated through compliance with the Santa Ana and San Diego MS4 permit and various County of Riverside ordinances in place to reduce runoff and protect downslope water quality; refer to Impact Statement HWQ-3. In addition, the Riverside County FCWCD would review future development on a project-by-project basis and would require



connection fees and ongoing user fees in accordance with its ADP. Considering these requirements, future development facilitated by the project would not result in significant impacts related to erosion or siltation, drainage, or flooding. Compliance with the regulatory framework would reduce impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-4 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD RELEASE POLLUTANTS DUE TO PROJECT INUNDATION IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES.

Impact Analysis

Project implementation, combined with related cumulative projects, would incrementally change regional drainage patterns. In addition, related cumulative development could be located within the dam breach inundation areas for Diamond Valley Lake and Lake Skinner. However, individual development projects would be required to mitigate impacts related to flood flows through conformance with applicable local, State, and Federal regulatory requirements, as well as project-specific mitigation.

As discussed, risk of pollutants due to inundation would be addressed and mitigated through compliance with NPDES requirements, the Santa Ana and San Diego MS4 permit, and various County of Riverside ordinances in place to reduce runoff and protect downslope water quality; refer to Impact Statement HWQ-4. Considering these requirements, future development facilitated by the project would not result in significant impacts concerning release pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Compliance with the regulatory framework would reduce cumulative impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-5 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.

Impact Analysis

Cumulative development occurring within the jurisdiction of the San Diego and Santa Ana RWQCB would be subject to all applicable water quality control plans, policies, and objectives identified in each region's Basin Plan. Depending on their location, these projects would be subject to EMWD's GSP and the Upper Santa Margarita Watershed IRWMP. As discussed, cumulative development subject to NPDES requirements would be required to develop a stormwater management program that specifies BMPs to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Cumulative development would be required to



identify measures to ensure that each project does not adversely impact water quality, and would also be subject to the County's Stormwater/Urban Runoff Management and Discharge Controls Ordinance. Thus, related development would not result in cumulatively considerable impacts related to conflicting or obstructing implementation of a water quality control plan or sustainable groundwater management plan.

As indicated under Impact Statement HWQ-6, project implementation would not conflict with the San Diego and Santa Ana RWQCB's Basin Plans, EMWD's GSP, or the Upper Santa Margarita Watershed IRWMP following compliance with several Federal, State, and local requirements for avoiding and minimizing construction and operations impacts to groundwater supplies, including the Construction General NPDES Permit (General Plan Policy OS 3.4), California State Water Resources Control Board Order No. 2013-0001-DWQ, and County Ordinance No. 754. As a result, project implementation is not anticipated to result in cumulatively considerable impacts related to conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11 LAND USE AND PLANNING

LU-1 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

Impact Analysis

As discussed in [Section 4.11, *Land Use and Planning*](#), the project does not have the potential to physically divide an established community, as the project does not propose site-specific development and does not allow for land use types which could result in division of an established community. Project implementation, combined with related cumulative projects, would not result in cumulative impacts and no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

LU-2 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ADOPTED LAND USE PLANS, POLICIES, OR REGULATIONS.

Impact Analysis

As demonstrated in [Table 4.11-1](#), the proposed project would be consistent with the relevant County of Riverside General Plan policies. In addition, the project would be generally consistent with the relevant and applicable policies of the 2020-2045 RTP/SCS; refer to [Table 4.11-2](#). However, the proposed project would be inconsistent with Goal 5 of the 2020-2045 RTP/SCS



based on its potential to result in significant and unavoidable impact related to air quality and GHG emissions. The proposed project would also only partially achieve Goal 10 of the 2020-2045 RTP/SCS based on its significant and unavoidable impacts to agricultural resources.

Development projects within the County undergo a similar plan review process to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s). As with the proposed project, each project would be analyzed to verify consistency with the goals and policies of the General Plan. In addition, regionally significant cumulative development would be reviewed against the goals of the 2020-2045 RTP/SCS. Nevertheless, due to the project's inconsistency with the 2020-2045 RTP/SCS policies noted above, the project would result in cumulatively considerable impacts, and impacts would be significant and unavoidable in this regard.

Mitigation Measures: Refer to [Section 4.2](#) and [Section 4.7](#).

Level of Significance: Significant and Unavoidable Impact.

5.12 MINERAL RESOURCES

MIN-1 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE.

Impact Analysis

Based on the County's General Plan Multipurpose Open Space Element Figure OS-6, there are no known or inferred significant mineral resources within the project area. Thus, no loss of availability of a known mineral resource of regional or statewide significance would occur. Therefore, no cumulative impact concerning mineral resources would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

MIN-2 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD 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.

Impact Analysis

No portion of the project area is designated Mineral Resources (MR); see [Exhibit 3-6, Existing Land Uses – Winchester Policy Area](#), and [Exhibit 3-7, Existing Land Uses - Highway 79 Policy Area](#). Three historic mines are near or within the project area, but these mines have ceased operations and USGS data shows that none are designated MRZ-2 (indicating known inferred



5.0 Cumulative Impacts

significant mineral resource) (USGS 2021a, 2021b, 2021c). Therefore, the project would not result in a cumulative impact concerning 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.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

5.13 NOISE AND VIBRATION

NOI-1 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD GENERATE A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS.

Impact Analysis

Construction

Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the area. However, as analyzed above, construction noise impacts primarily affect the areas immediately adjacent to the construction site and would be reduced through compliance with applicable General Plan Policies, County Ordinances, and construction BMPs. The construction activities associated with the cumulative development projects would also be required to comply with the established regulatory framework and would incorporate mitigation measures on a project-by-project basis, as applicable, to reduce construction noise pursuant to CEQA provisions. Therefore, the project's contribution to cumulative construction noise impacts would be less than significant.

Operation

As discussed in [Section 4.13, *Noise*](#), future uses developed in the project area could also be exposed to noise levels above the County's "Normally Acceptable" land use compatibility standard and/or County Noise Ordinance standards and may require future evaluation to identify site-specific noise impacts and noise abatement to reduce impacts. The General Plan Noise and Circulation Elements, along with the HWWAP, contain several policies to minimize noise impacts at sensitive uses and ensure compliance with the County's land use compatibility and Noise Ordinance standards, such as HWWAP 8. Compliance with these General Plan policies would help minimize and reduce traffic noise impacts at sensitive uses. However, given the extensive and widespread nature of traffic noise impacts, it is generally infeasible to mitigate traffic noise impacts at existing sensitive uses, as these are private properties outside the County's purview. It is noted that individual development projects occurring within the project area and future cumulative development proposals would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, specific mitigation measures will be required. Nonetheless, the project's traffic-related noise impacts would be significant and unavoidable despite compliance with all relevant General Plan policies and Mitigation Measure NOI-1. Impacts would be cumulatively significant in this regard.

Mitigation Measures: Refer to Mitigation Measure NOI-1.



5.0 Cumulative Impacts

Level of Significance: Significant and Unavoidable Impact.

NOI-2 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY SIGNIFICANT VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS AND STRUCTURES.

Impact Analysis

As discussed in [Section 4.13, *Noise*](#), To lessen the future development's potential vibration-related impacts at adjacent sensitive uses, NOI-5 would be required. With implementation of NOI-2, groundborne vibration impacts from future development's construction would be less than significant. The project is not anticipated to generate excessive groundborne vibration or groundborne noise. Future developments' operational vibration impacts would be less than significant following compliance with General Plan Policies N 16.1 and N 16.3 and Mitigation Measures NOI-2 and NOI-3. Although construction activities associated with the proposed project and off-site cumulative projects may overlap, off-site projects within the County of Riverside would also be subject to the 0.2 inch-per-second PPV threshold. Further, the cumulative development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Therefore, the project's contribution to cumulative vibration impacts would be less than significant with implementation of Mitigation Measure NOI-2 and NOI-3.

Mitigation Measures: Refer to Mitigation Measures NOI-2 and NOI-3.

Level of Significance: Less than Significant Impact With Mitigation Incorporated.

5.14 POPULATION AND HOUSING

PHE-1 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD DIRECTLY OR INDIRECTLY INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH.

PHE-2 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE.

Impact Analysis

As discussed in [Section 4.14, *Population and Housing*](#), the project will facilitate an additional 12,329 dwelling units within the project area and a reduction of approximately 7,529,664 square feet of non-residential land uses in the Winchester PA. The reduction in non-residential uses could decrease employment by approximately 10,055 permanent jobs.

There are four (4) separate development projects (Cumulative Projects No. 5, 8, 9 and 10) within the County's jurisdiction that also fall within the project area. Although it is not certain whether or not these cases will be approved, it is assumed that the 4 projects will facilitate and additional 591 dwelling units and no non-residential uses. These 4 projects combined with the community



5.0 Cumulative Impacts

plan could further induce population growth. As with the community plan, each of these projects along with any other future development would be reviewed by the County and required to show consistency with adopted State and County plans and policies to minimize the effect of potential population and housing growth on the environment. The increase in population would occur incrementally overtime and the County would also continue to monitor the extent of residential and nonresidential development and monitor employment growth and housing production in order to enhance the jobs-housing balance in the County. Overall, the project would not result in cumulatively considerable impacts in this regard, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.15 PUBLIC SERVICES

PS-1 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENT FACILITIES, 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 PUBLIC SERVICES.

Impact Analysis

As discussed in [Section 4.15, *Public Services*](#), the project will facilitate an additional 12,329 dwelling units within the project area and a reduction of approximately 7,529,664 square feet of non-residential land uses in the Winchester PA. The reduction in non-residential uses could decrease employment by approximately 10,055 permanent jobs. Depending on the future development's location and opening year, future cumulative development could impact fire and sheriff protection services response times to the project area, or increase demands on school and library services, which could warrant construction of new facilities. To eliminate this impact, future cumulative development would be subject to compliance with Ordinance No. 659 and General Plan Policy LU 10.1, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new fire facilities. The County requires payment of developer mitigation fees prior to Building and Safety Department final inspection for any residential dwelling, mobile home, commercial retail establishment, business park office, or light industrial facility. The fees would serve for the construction and acquisition of public facilities. Payment of these fees would assist in the funding and construction of new public facilities and would minimize the project's operational impacts to public to the greatest extent practicable.

As concluded in [Section 4.15](#), future development associated with the proposed project is not anticipated to involve significant impacts to public services following conformance with the applicable laws, ordinances, and regulations in place for fire protection, sheriff protection, school services, and library services. Further, as buildout of the proposed is anticipated to gradually



occur through 2040, thus, public services within the project area would effectively plan for increases in population and demands for services as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to public services.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.16 RECREATION

REC-1 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD INCREASE THE USE OF EXISTING NEIGHBORHOOD OR REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION WOULD OCCUR OR ACCELERATE.

Impact Analysis

As discussed in [Section 4.16, Recreation](#), the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of existing neighborhood or regional parks would occur. The Winchester Community Plan area's future parkland demand would be approximately 611 acres or approximately 1,006 acres less than the 1,617 acres of existing parkland currently available. Future residential development facilitated by the project that involves the subdivision of land would be subject to compliance with Ordinance No. 460, which includes requirements for providing open space and the dedication of land or payment of in lieu fees for park or recreation purposes, whenever land that is proposed to be divided for residential use. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

REC-2 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD INCLUDE OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT.

Impact Analysis

As discussed in [Section 4.16](#), the project does propose land use and policy changes that would facilitate development within the project area. The project area's future parkland demand with project implementation would be approximately 611 acres. However, the project area's existing park and recreation land supply of approximately 1,617 acres would exceed the future parkland demand by approximately 1,006 acres; therefore, based on existing parkland, sufficient excess park and recreation land would exist to meet the increased demand generated by the project. Additionally, all future residential development facilitated by the project that involves the



subdivision of land would be subject to compliance with Ordinance No. 460, which includes requirements for providing open space and the dedication of land or payment of in lieu fees for park or recreation purposes, whenever land that is proposed to be divided for residential use. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.17 TRANSPORTATION

TRA-1 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CONFLICT WITH A PROGRAM PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES, AND RESULT IN CUMULATIVE IMPACTS.

Impact Analysis

As discussed in [Section 4.17, *Transportation*](#), future development facilitated by the project would not conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities with compliance with all applicable County General Plan Circulation Element policies and RCC regulations, as well as the service providers' (e.g., RTA, Caltrans) relevant facility design standards. In addition, future development in the project area would be subject to payment of applicable County Development Impact Fees including the TUMF and would be conditioned to construct roadway improvements as identified in the TUMF Transportation Improvement Plans (TIPs) to offset potential transportation impacts resulting from future development. Other cumulative developments would similarly be required to adhere to all applicable programs, plans, ordinances, and policies addressing the circulation system and would also be required to pay applicable Development Impact Fees. As such, cumulatively considerable impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TRA-2 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).

Impact Analysis

As discussed in [Section 4.17](#), the project would result in a significant unavoidable impact concerning the Winchester PA's and Highway 79 PA's (outside of the Winchester PA) residential land uses in aggregate exceeding the County's adopted threshold of 15.19 VMT per capita under all plus project scenarios, and the Highway 79 PA's (Outside Winchester PA) Employment-Based VMT land uses (excluding retail) exceeding the County's adopted threshold of 14.24 VMT per



employee under both scenarios. To reduce the impact associated with residential uses, Mitigation Measure TRA-1 would require the County to establish an ordinance creating an impact fee program for all residential units built in the Highway 79 Policy Area and Winchester Community Plan Boundary, excluding units developed in the Downtown Core. The fee shall be developed through a nexus study process and shall be used to fund the development of a transit station and Park and Ride facility in the Downtown Core. Due to the level of unknown associated with future development, even with the implementation of Mitigation Measure TRA-1 impacts would remain significant and unavoidable for residential development.

Other cumulative projects within the project region also have the potential to exceed the County's thresholds of significance for VMT. Accordingly, VMT associated with the project would result in cumulatively considerable impacts relative to VMT.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Significant and Unavoidable Impact, With Mitigation Incorporated.

TRA-3 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT), AND RESULT IN CUMULATIVE IMPACTS.

Impact Analysis

As discussed in [Section 4.17](#), future development projects facilitated by the project within the project area would be reviewed by Riverside County to ensure that no hazards due to a geometric design feature would result from roadway improvements planned as part of implementing development. Other cumulative developments would similarly be required to demonstrate to Riverside County that no unsafe geometric design features would result. As such, cumulatively considerable impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TRA-4 PROJECT IMPLEMENTATION COMBINED WITH OTHER CUMULATIVE PROJECTS COULD RESULT IN INADEQUATE EMERGENCY ACCESS.

Impact Analysis

As discussed in [Section 4.17](#), the project could result in construction-related impacts associated with inadequate emergency access during construction of future development implemented under the project. Mitigation Measure TRA-2 requires the preparation of Construction Transportation Plans (CTPs) for approval by the County to reduce emergency access impacts by future development projects. Other cumulative developments would similarly be required to prepare and implement CTPs during construction activities. As such, cumulatively considerable impacts in this regard would be less than significant.



Mitigation Measures: Refer to Mitigation Measure TRA-2.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.18 TRIBAL CULTURAL RESOURCES

TCR-1 THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CAUSE A SIGNIFICANT IMPACT TO A TRIBAL CULTURAL RESOURCES LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES, OR IMPACT A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Impact Analysis

As discussed in [Section 4.18, *Tribal Cultural Resources*](#), given that 1). the NAHC SLF search found that sites have been located within the APE; 2). studies conducted for previous developments in the project area returned recorded resources; and 3). The amount of vacant, undisturbed lands that remain within the project area, the potential exists for tribal cultural resources to be present in the project area.

Cumulative projects may also potentially impact previously unknown tribal cultural resources. It is possible that cumulative development could result in the adverse modification or damage to tribal cultural resources. Potential tribal cultural resource impacts associated with the development of individual projects would be site specific. Future development facilitated by this project would be subject to site-specific environmental analysis and be required to comply with existing Federal, State, and local regulations concerning the protection of tribal cultural resources on a project-by-project basis. Implementation of the recommended mitigation measures would ensure that potential impacts on tribal cultural resources are reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than Significant Impact.



5.19 UTILITIES AND SERVICE SYSTEMS

UTL-1 THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT OR STORM WATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES.

Impact Analysis

Cumulative development could require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. In conformance with General Plan Policy LU 5.2, the County would monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service. In addition, the County would ensure cumulative development pays the cost of its infrastructure and services needs and require new development to pay the capital costs of public facilities and services needed to serve those developments (Ordinance No. 659). To this end, cumulative development would be subject to payment of utility connection fees and ongoing user fees, on a project-by-project basis, which would be used in part to defray the costs of any necessary infrastructure upgrades. Construction and operation of new systems/infrastructure or facilities would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Thus, overall cumulative impacts would be less than significant.

As concluded in Impact Statement UTL-1, buildout of the project is not anticipated to involve significant impacts related to relocation or construction of utilities following conformance with the applicable laws, ordinances, and regulations in place for water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Further, as buildout of the project is anticipated to gradually through 2040, the County and relevant utility service providers would effectively plan for increases in population and demands for utility services as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts concerning relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

UTL-2 THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS WOULD HAVE SUFFICIENT WATER SUPPLIES TO SERVE THE PROJECT AND FUTURE DEVELOPMENT.

Impact Analysis

For purposes of water supply impacts, cumulative impacts are considered for projects also located within the EMWD service area. Cumulative development would generate increased



5.0 Cumulative Impacts

demands for water services. Cumulative development that satisfies one or more of the criteria for a “water demand project,” as defined by Water Code Section 10912(a), would be required to prepare a Water Supply Assessment in conformance with SB 610. Future cumulative projects would be required to evaluate potential impacts on existing and planned EMWD water supplies to determine whether sufficient water supply is available to serve anticipated demands in normal, single dry, and multiple dry year conditions. Thus, cumulative impacts to water supplies would be less than significant.

As concluded in Impact Statement UTL-2, buildout of the project is not anticipated to involve significant impacts related to water supplies following conformance with the applicable laws, ordinances, and regulations. Further, as buildout of the project is anticipated to gradually through 2040, the County and EMWD would effectively plan for increases in population and demands for utility services as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts concerning water supplies.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

UTL-3 THE WASTEWATER TREATMENT PROVIDER HAS ADEQUATE CAPACITY TO SERVE THE PROJECT AS WELL AS OTHER CUMULATIVE PROJECTS.

Impact Analysis

Cumulative development would result in increased wastewater generation within the project vicinity, which would require wastewater treatment by EMWD. In conformance with General Plan Policy LU 5.2, the County would monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service. In addition, the County would ensure cumulative development pays the cost of its infrastructure and services needs and require new development to pay the capital costs of public facilities and services needed to serve those developments (Ordinance No. 659). To this end, cumulative development would be subject to payment of wastewater connection fees and ongoing user fees, on a project-by-project basis, which would be used in part to defray the costs of any necessary infrastructure upgrades. Thus, overall cumulative impacts to wastewater treatment would be less than significant.

As concluded in Impact Statement UTL-3, buildout of the project is not anticipated to involve significant impacts related to wastewater treatment following conformance with the applicable laws, ordinances, and regulations. Further, as buildout of the project is anticipated to gradually through 2040, the County and EMWD would effectively plan for increases in population and demands for wastewater treatment services as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to wastewater treatment.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



UTL-4 THE PROJECT COMBINED WITH OTHER PROJECTS COULD GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE.

UTL-5 THE PROJECT COMBINED WITH OTHER PROJECTS WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

Impact Analysis

Cumulative development within the project area would increase demands for solid waste disposal services. However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for solid waste, including AB 939, Senate Bill 1016, and the California Green Building Standards Code. As indicated in [Section 4.19.1](#), Existing Setting, the El Sobrante Landfill and the Lamb Canyon Landfill have a combined remaining capacity of 163,220,120 cubic yards. Thus, following conformance with existing regulations in place for solid waste disposal, cumulative impacts to solid waste would be less than significant.

As concluded in Impact Statement UTL-3 and UTL-4, project buildout is not anticipated to involve significant impacts concerning solid waste generation and regulations following conformance with the applicable laws, ordinances, and regulations in place for solid waste disposal (i.e., AB 939, Senate Bill 1016, and the California Green Building Standards Code). Further, solid waste generated by full buildout of the project would represent less than one percent of the daily disposal capacity of the El Sobrante Landfill and the Lamb Canyon Landfill. Therefore, the proposed project would not result in cumulatively considerable impacts to solid waste.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.20 WILDFIRE

WF-1 THE PROJECT COMBINED WITH OTHER PROJECTS COULD CUMULATIVELY SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.

Impact Analysis

As discussed in [Section 4.19](#), project implementation is not anticipated to impair an adopted emergency response plan or emergency evacuation plan. The potential to impair an adopted emergency response plan or emergency evacuation plan would be addressed on a project-by-project basis for individual projects within the project area as well as cumulative development proposals and conditions of approval and/or mitigation would be placed on proposed projects to address any potential impacts, consistent with the Safety Element and Ordinance No. 787, which adopts the CFC, as amended, to govern the safeguarding of life and property from fire, explosion hazards and hazardous conditions and to regulate the issuance of permits and collection of fees. Ordinance No. 787 also provides specifications for Fire Apparatus Access Roads. The County



has outlined information, policies, and regulations regarding fire and other hazards in the Safety Element.

The project's adherence to State regulations (i.e., California Codes, California Emergency Services Act, and SEMS), County regulations (Ordinance No. 787 and RCFD Strategic Plans) would ensure that impacts related to emergency response and evacuation plans by ensuring that fire response times within acceptable limits and are not impeded as a result of cumulatively future development accommodated by the project would have less than significant impacts, and would thus not be cumulatively significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WF-2 DUE TO CERTAIN FACTORS, THE PROJECT COMBINED WITH OTHER PROJECTS COULD EXACERBATE WILDFIRE RISKS, AND THEREBY EXPOSE PROJECT OCCUPANTS TO, POLLUTANT CONCENTRATIONS FROM A WILDFIRE OR THE UNCONTROLLED SPREAD OF A WILDFIRE.

Impact Analysis

As discussed in [Section 4.19](#), development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ; refer to [Exhibit 4.20-1](#) and [Exhibit 4.20-2](#). Because the project would both increase development and residential densities in or near areas susceptible to wildland fires, Project implementation could exacerbate wildfire risks in portion of the project area, thereby exposing future project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Safety Element Chapter 5 describes action items to reduce fire hazards, including removal or reduction of vegetation that constitutes fuel for fires in or near developed areas and the development of a network of firebreaks that reduce the potential spread of wildfires.

Furthermore, future development facilitated by the project would be required to comply with applicable provisions of the CBC, CFC (County Ordinance 787), and RCFD Standards pertaining to human health and safety. The County would review all project plans to ensure compliance with these regulations. The potential to exacerbate wildfire risks and thereby expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be addressed on a project-by-project basis for individual projects within the project area and conditions of approval and/or mitigation will be placed on projects to address any potential impacts, consistent with the Safety Element and Ordinance No. 787. Through proper site design and compliance with standard and emergency County access requirements, future development would cumulatively not exacerbate wildfire risk, or expose future development site(s) to pollutant concentrations from a wildfire or uncontrolled spread of wildfire.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



WF-3 THE PROJECT COMBINED WITH OTHER PROJECTS COULD REQUIRE THE INSTALLATION OF ASSOCIATED INFRASTRUCTURE THAT MAY EXACERBATE FIRE RISK OR RESULT IN CUMULATIVE IMPACTS TO THE ENVIRONMENT.

Impact Analysis

As discussed in Section 4.19, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ; refer to Exhibit 4.20-1 and Exhibit 4.20-2. Additionally, development facilitated by the project could require the installation of associated infrastructure that could exacerbate fire risk or result in temporary or ongoing environmental impacts. However, the potential for road maintenance, fuel breaks, emergency water sources, power lines, or other utilities to exacerbate fire risk or result in temporary or ongoing environmental impacts would be addressed on a project-by-project basis for individual projects within the project area. Each future development project would be reviewed and conditions of approval placed on the proposed project to address any potential impacts, consistent with the Safety Element's Fire Hazards section and Ordinance No. 787, which includes specifications regarding Fire Apparatus Roads. If new roads are proposed, due to the relatively fire-proof nature of roads, no adverse impacts are anticipated.

To ensure future development facilitated by the project is designed to minimize potential wildfire risk, the future project(s) would be required to comply with applicable provisions of the CBC, CFC, Riverside County Ordinance Nos. 460 and 787, and RCFD Standards pertaining to human health and safety. The County will review all project plans to ensure compliance with these regulations. Following compliance with the established regulatory framework, the project would not exacerbate fire risk or result in temporary or ongoing environmental impacts from the installation or maintenance of associated infrastructure. Therefore, impacts would be less than significant and would not induce cumulative impacts to the environment.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WF-4 THE PROJECT COMBINED WITH OTHER PROJECTS COULD EXPOSE PEOPLE OR STRUCTURES TO CUMULATIVE SIGNIFICANT RISKS, INCLUDING FLOODING OR LANDSLIDES.

As discussed in Section 4.19, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ; refer to Exhibit 4.20-1 and Exhibit 4.20-2. As a result, project implementation could 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. According to the California Geological Survey, steep terrain exists in and around the project area, there is a high potential for seismically induced rockfall and landslides to occur within the project area.² As previously discussed, slope angles in the project area vary from less

² California Geological Survey, Geologic Hazards Data and Maps Data Viewer, Available at: <https://maps.conservation.ca.gov/geologic Hazards/>, Accessed April 2, 2021.



5.0 Cumulative Impacts

than 15 percent to 30 percent or greater. However, future development facilitated by the project would include hardscape and landscape improvements that would serve to stabilize the built environment. Portions of the project area are located within the FEMA 100-year floodplain. Future uses within or altering a 100-year floodplain or other FEMA-mapped flood hazard area would need to obtain a Letter of Map Revision (LOMR), Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision Based on Fill (CLOMR-F) that describes the effect that the proposed project or fill would have on the NFIP map. Additionally, per Policy S 4.1, for new construction and proposals for substantial improvements to residential and non-residential development within 100-year floodplains as mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA, Riverside County shall apply a minimum level of acceptable risk; and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency. Policy LU 9.4 allows development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and/or biologically sensitive resources. Wherever possible, development on parcels containing 100-year floodplains and blue line streams and other higher-order watercourses and areas of steep slopes adjacent to them shall be clustered so as to keep development out of the watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses. Adherence to FEMA regulations and the above General Plan policies would reduce impacts related to flooding and slope instability. The County has outlined information, policies, and regulations regarding fire and other hazards in the Safety Element and applicable County Ordinances. Safety Element Chapter 5 describes action items to reduce fire hazard within the County, including strict zoning and development regulations, removal or reduction of vegetation that constitutes fuel for fires in or near developed areas and the development of a network of firebreaks that reduce the potential spread of wildfires. Adherence to State and County codes, and emergency and evacuation plans set by the County would prevent impacts to people or structures from risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would not be cumulatively significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



6.0 OTHER CEQA CONSIDERATIONS

6.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE MITIGATED

State CEQA Guidelines § 15126.2(b) requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. The environmental effects of the proposed Winchester Community Plan (project) are addressed in Sections 4.1 through 4.20 of this Program EIR. Compliance with the established regulatory framework including Federal and State regulations, General Plan policies, Riverside County Ordinances, standard conditions, and mitigation measures provided in this Program EIR would reduce impacts to levels considered less than significant except the following, which would remain significant and unavoidable:

- Agricultural Resources: 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.
- Agricultural Resources: Conflicting with existing zoning for agricultural use or a Williamson Contract.
- Air Quality: Conflict with or obstruct implementation of the applicable air quality plan.
- Air Quality: 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.
- Air Quality: Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations.
- Greenhouse Gases: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Greenhouse Gases: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.
- Land Use and Planning: 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.
- Noise: Generate 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 or noise ordinance, or applicable standards of other agencies.
- Transportation: Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b).



6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

According to State CEQA Guidelines Section 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in State CEQA Guidelines Section 15126.2(c):

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely, Primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The environmental impacts associated with implementation of the project would require the long-term commitment of natural resources and land. Project implementation would result in the commitment of land resources with residential land uses. The project does not propose any development; however, it does propose land use and policy changes that would facilitate development within the project area. Construction and long-term operation of future development would require the commitment and reduction of available nonrenewable and slowly renewable resources, including petroleum fuels and natural gas (for vehicle use, construction, lighting, heating, and cooling of structures) and lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by project implementation (e.g., air quality, through the combustion of fossil fuels and production of greenhouse gases and water supply, through the increased potable water demands for drinking, cooking, cleaning, landscaping, and general maintenance needs).

6.3 GROWTH INDUCING IMPACTS

State CEQA Guidelines Section 15126.2(d) requires that an EIR analyze growth inducing impacts of a project. Specifically, State CEQA Guidelines Section 15126.2(d) requires that an EIR:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth [a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas]. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”



6.0 Other CEQA Considerations

- Would the project remove obstacles to growth (e.g., through construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?
- Would the project result in the need to expand one or more public services to maintain desired levels of service?
- Would the project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would the project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?
- Would the project develop or encroach on an isolated or adjacent area of open space (being distinct from an in-fill project)?

Should a project meet any one of the above-listed criteria, it may be considered growth-inducing. Generally, growth-inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth. Note that the CEQA Guidelines require an EIR to “discuss the ways” a project could be growth-inducing and to “discuss the characteristics of some projects that may encourage ... activities that could significantly affect the environment.” However, the CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages; refer to State CEQA Guidelines Section 15145.

In accordance with the State CEQA Guidelines and based on the above-listed criteria, the project’s potential growth inducing impacts are analyzed below. Refer to [Section 4.14, *Population and Housing*](#), concerning the project’s potential to induce substantial unplanned population growth in the project area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

REMOVAL OF AN IMPEDIMENT TO GROWTH

Future development facilitated by the proposed project would increase demands for public services (i.e., fire and sheriff protection, schools, parks and recreational facilities, and libraries) and utility and service systems (water, wastewater, stormwater, and solid waste). The project area is already served by essential public services and utilities; refer to [Section 4.15](#) and [4.19](#). Therefore, impacts would be less than significant. Future individual developments would negotiate cooperative agreements between service agencies/utility providers to address the project’s incremental increased demands on public services and utilities. The County’s existing network of utilities and service systems, including fire, sheriff, water, wastewater, and solid waste services, would be able to accommodate the anticipated growth and would not need to be upgraded or expanded. Thus, project implementation would not result in a removal of an impediment to growth by establishing an essential public service or utility or service system.



In addition, the project area is also served by a network of existing streets with regional access provided by major highways. Regional access to the project area is provided by the State Route 74 and 79 (SR-74 and SR-79); refer to [Section 4.17](#). Highway 79 is a State highway and is an important north-south regional transportation link that runs through the project area and connects multiple jurisdictions both north and south of the project area. In 2003, when the County adopted the General Plan, the necessary roadway infrastructure for Highway 79 did not exist to accommodate the amount of growth that was slated for the corridor. Therefore, the Highway 79 Policy Area was added to the General Plan, placing a nine percent reduction on new residential developments within the affected area. In 2016, Caltrans issued a Record of Decision establishing a preferred alternative for the realignment of Highway 79. This alternative would realign and widen Highway 79 throughout the project area; thereby, providing improved circulation and traffic capacity for the area. The amended Policy would expand for full development of residential uses throughout the Highway 79 PA, increasing residential development capacity within by nine percent. Therefore, implementation of the proposed project would not remove an existing impediment to growth through the provision of new access to an area.

PUBLIC SERVICES

The project area is in a predominately rural area, although public services, recreational facilities, and utilities and service systems are currently provided. As concluded in [Section 4.15](#), [Section 4.16](#), and [Section 4.19](#), additional public services, recreational facilities, and utilities and service systems may be required to maintain desired levels of service. However, these new facilities are not anticipated to result potentially significant environmental impacts through compliance with existing Federal and State regulations, County policies, and Riverside County Ordinances. Therefore, the project is would not be considered growth-inducing concerning the expansion of public services.

ECONOMIC GROWTH

The project's goal is to encourage and promote economic development and revitalization to enhance the project area's attractiveness to the local and regional marketplace. The project would facilitate and encourage residential development and mixed-use opportunities, and an improved pedestrian environment. The project would also facilitate various transportation choices that take advantage of future and existing public transit systems.

Any future individual development resulting from project implementation would create construction-related jobs such as design, engineering, and construction. Although construction jobs are temporary, new development can also provide long-term employment opportunities. As new residential uses are developed and occupied, residents in the project area would seek shopping, entertainment, employment, home improvement, auto maintenance, and other services resulting in economic opportunities in Riverside County, including the project area. Additionally, businesses and services would serve residents, employees, and visitors in the project area, as well as adjacent cities and Riverside County as a whole. Because the project would decrease the Winchester PA's non-residential development capacity by approximately 7.5 million square feet, the project would not facilitate economic effects that could result in other



activities that could significantly affect the environment. Therefore, the project would not be growth-inducing in this regard.

PRECEDENT-SETTING ACTION

The project would amend the Riverside County General Plan by proposing a series of land use changes and policy updates; refer to [Section 3.3](#). As an implementing action of the project, future zoning consistency changes will be undertaken by the County as a result of the modified land use designations proposed as part of the project. The project also proposes the creation of new Design Guidelines for the Winchester Policy Area. The approval of these discretionary actions would not set a precedent that would make it more likely for other projects in the County to gain approval of similar applications. For example, a future project requesting to redesignate or rezone a site would need to undergo the same environmental review as the proposed project and mitigate potentially significant environmental impacts on a project-level. Implementation of the proposed project would not establish a procedure that would make future re-designations and/or rezones easier and would be speculative to determine any such effect. As such, the proposed project would not involve a precedent-setting action that could significantly affect the environment.

DEVELOPMENT OR ENCROACHMENT OF OPEN SPACE

Although open space uses are present within the project area and nearby, these uses are designated as such and the project would not result in the development or encroachment into any areas of existing open space. In fact, as discussed in [Table 3-1](#), the project would result in an overall increase of Open Space Foundation Component land uses within the project area. Therefore, the proposed project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of an existing open space.

SUMMARY

Overall, the project would not result in significant growth-inducing impacts with the respect of removing of an impediment to growth, public services, economic growth, establishing a precedent-setting action, or development or encroachment onto open space.



This page intentionally left blank.



7.0 ALTERNATIVES TO THE PROPOSED PROJECT

In accordance with State CEQA Guidelines Section 15126.6, this section describes a range of reasonable alternatives to the project, or to the location of the project. The analysis focuses on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives, or would be more costly. The range of required alternatives is governed by the "rule of reason" that requires the analysis to set forth only those alternatives necessary to permit a reasoned choice. The alternatives are limited to ones that would avoid or substantially lessen any of the project's significant effects. Of those alternatives, only the ones that the lead agency has determined could feasibly attain most of the basic project objectives are examined in detail.

PROJECT GOALS AND OBJECTIVES

As stated above, an EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Thus, a summary of the goals and objectives for the project are provided below:

- Provide greater housing variety and density, more affordable housing, life-cycle housing (e.g., starter homes for larger families to senior housing), workforce housing, veterans housing, etc.;
- Reduce distances between housing, workplaces, commercial uses, and other amenities and destinations;
- Provide better access to fresh, healthy foods (as food and retail and farmers markets can be accessed on foot or through bike or transit);
- Promote more compact development and land use synergy (e.g., residents provide patrons for commercial uses, which provide amenities for residents);
- Encourage stronger neighborhood character, sense of place and enhance the overall quality of development for the community;
- Create a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments with increased accessibility via transit, resulting in reduced transportation costs;
- Encourage the assembly of small parcels into larger project areas that can be developed for mixed-uses without requiring general plan amendments, to help revitalize the area, encourage new balanced economic development, and provide for new local infrastructure improvements;



- Encourage commercial development near intersections and clustered, as opposed to strip or piecemeal development spread along the Grand Avenue corridor;
- Promote higher density housing to achieve the 6th Cycle Regional Housing Needs Assessment housing goals;
- Fulfill a portion of the County's 6th Cycle Regional Housing Needs Assessment housing goals by increasing the residential development potential in the project area by 12,329 dwelling units through redesignating land uses and removing the Highway 79 Policy Area's requirement for a 9% reduction for residential development;
- Promote better job/housing balance; and,
- Promote more intense commercial/industrial areas to support the increased residential densities.

7.1 PROJECT SUMMARY

Overall, the proposed general plan amendment (GPA No. 1207) would amend the Riverside County General Plan by:

1. Expansion of the existing Winchester Policy Area from approximately 287 acres to approximately 23,153 acres of land within the General Plan's Harvest Valley/Winchester Area Plan.
2. Amending the boundaries of the General Plan's Harvest Valley/Winchester, Sun City/Menifee, and Southwest Area Plans so that the expanded Winchester Policy Area falls within the limits of the Harvest Valley/Winchester Area Plan only.
3. Revising land use designations within the expanded Winchester PA, including Foundation Component amendments. Approximately 227 parcels totaling 1,480 acres would require Foundation Component Amendments that include changes from the Rural and Rural Community components to the Community Development component. Consistency zoning revisions for approximately 921 parcels would occur in the future as a result of the revised land use designations proposed as part of the project, and are analyzed as part of this EIR¹.
4. Amending the General Plan's Harvest Valley/Winchester Area Plan, Southwest Area Plan, San Jacinto Valley Area Plan and Sun City/Menifee Valley Area Plan to revise the current Highway 79 PA language by removing the 9% reduction in density for residential projects. Revisions to the Highway 79 PA language would be carried throughout the General Plan document, where necessary, for internal consistency. This policy area covers approximately 26,908 acres. Additionally, revisions to several policies within the Area Plans to address the transition from level of service (LOS) to

¹ Future consistency zoning has been analyzed in sufficient detail in this Program EIR. The project is considered a community plan per State CEQA Guidelines Section 15183.



vehicle miles travelled (VMT) thresholds in environmental assessment such as this document.

The project also proposes the creation of new Design Guidelines for the Winchester Policy Area.

The project proposes planning policies and direction to guide change, promote quality development, and implement the community's vision for the area. The plan includes amended General Plan Land Use and Circulation Elements, Design Guidelines, and administrative and implementation programs to encourage high-quality development within the community by addressing the following topics:

- Land use and housing
- Community character and design
- Preservation of natural resources
- Open space and recreation
- Mobility and transportation

As an implementing action of the project, future zoning consistency changes will be undertaken by the County as a result of the modified land use designations proposed as part of the project. This effort would be limited to rezoning impacted parcels to create consistency between the General Plan Land Use Designation and Zoning. Future consistency zoning has been analyzed in sufficient detail in this Program EIR and the project is considered a community plan per State CEQA Guidelines Section 15183.

7.2 CRITERIA FOR SELECTING ALTERNATIVES

Several criteria were used to select alternatives to the project, as described below.

ABILITY TO ACHIEVE PROJECT OBJECTIVES

In selecting alternatives to the project, the County, as Lead Agency, is to consider alternatives that could feasibly attain most of the basic project objectives and avoid or substantially lessen one or more of the significant impacts. For purposes of the alternatives analysis, each alternative herein assessed was evaluated to determine the extent to which it could attain the project's goals and objectives as detailed above.

ELIMINATION/REDUCTION OF SIGNIFICANT IMPACTS

The alternatives that were analyzed have been selected because they are anticipated to avoid and/or reduce one or more significant project impacts. The project's potentially significant environmental impacts are evaluated in Sections 4.1 through 4.20. With implementation of existing laws, ordinances, regulations, and Mitigation Measures identified for each issue area, many of the potentially significant impacts resulting from project implementation would be reduced to less than significant. The impacts listed below would remain significant and unavoidable, despite mitigation.



- Agricultural Resources: 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.
- Agricultural Resources: Conflicting with existing zoning for agricultural use or a Williamson Contract.
- Air Quality: Conflict with or obstruct implementation of the applicable air quality plan.
- Air Quality: 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.
- Air Quality: Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations.
- Greenhouse Gases: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Greenhouse Gases: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.
- Land Use and Planning: Cause a significant environmental impact due to land use impacts being inconsistent with Goal 5 of the 2020-2045 RTP/SCS based on its potential to result in significant and unavoidable impact related to air quality and GHG emissions. The project would also only partially achieve Goal 10 of the 2020-2045 RTP/SCS based on its significant and unavoidable impacts to agricultural resources. a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.
- Noise: Generate 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 or noise ordinance, or applicable standards of other agencies.
- Transportation: Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b).

FEASIBILITY

Each alternative was evaluated for its feasibility. Factors that were considered when determining the feasibility of the alternatives included site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether proponents can reasonably acquire, control, or otherwise have access to the alternative site. Although these factors do not present a strict limit on the scope of reasonable alternatives to be considered, they help establish context in which “the rule of reason” is measured against when determining an appropriate range of alternatives sufficient to establish and foster meaningful public participation and informed decision-making.



7.3 ALTERNATIVES FOR ANALYSIS

In accordance with State CEQA Guidelines § 15126.6(a), the discussion in this section focuses on a reasonable range of alternatives. The analysis provides a comparison of the alternatives’ varying environmental effects and their merits and/or disadvantages in relation to the project; their feasibility and ability to achieve project’s objectives are also discussed. The environmentally superior alternative is identified as required by CEQA.

The following alternatives are herein analyzed:

- Alternative A: No Project/Existing Land Use Alternative;
- Alternative B: No Highway-79 Policy Area Alternative;
- Alternative C: No Highway-79 Policy Area Alternative Outside Winchester Policy Area; and,
- Alternative D: No Foundation Component Change Alternative.

The evaluation of each alternative uses the same thresholds of significance identified in [Sections 4.1](#) through [4.20](#).

“NO PROJECT ALTERNATIVE” – ALTERNATIVE A

Alternative A is the circumstance under which the project does not proceed, but the vacant land within the project area is developed, based on the current General Plan and Zoning Code standards and consistent with available infrastructure and community services.

Alternative A would not change the existing policy documents that govern the project area. Under Alternative A, new HVWAP Winchester PA and new Winchester PA Design Guidelines would not be prepared. No Foundation Component or land use designation changes would occur within the proposed Winchester PA and no Area Plan boundary modifications to the Harvest Valley/Winchester, Sun City/Menifee, and Southwest Area Plans would occur. Concerning the Highway 79 PA, the existing policy area language would remain as is in the Circulation Element as well as the necessary Area Plans. Overall, the County’s existing General Plan would remain the guiding document and development would occur according to existing General Plan designations.

Alternative A assumes the project area’s land use, population, and employment growth projections at buildout in 2040, consistent with the existing General Plan. Refer to [Table 3-2, Project Development Potential](#) for more information on the area’s buildout potential.

[Table 7-1, No Project Alternative Compared to the Project](#) compares Alternative A to the project.

Table 7-1: No Project Alternative Compared to the Project

Characteristic	Project	Alternative A (No Project Alternative)	Difference Between Alternative A and Project
Non-Residential Uses (SF)	26,638,737	34,168,402	+7,529,664 (+28%)



7.0 Alternatives to the Proposed Project

Jobs ²	50,159	60,213	+10,055	(+17%)
Residential Units (DU)	71,470	59,141	-12,329	(-21%)
Population (Persons) ³	203,690	168,551	-35,139	(-21%)
sf = square feet; du = dwelling unit. Notes. 1. Assumes development intensity per Riverside County General Plan EIR Appendix E-2 (Table E-3 and Table E-4). 2. Jobs are derived based on Institute for Transportation Engineers (ITE) Trip Generation Manual, 10 th Edition employment factors. 3. Population is derived based on the average persons per household, as averaged for the four Area Plans within the project area; see Riverside County General Plan EIR Appendix E-2, Table E-2: Average Household Size by Area Plan.				

Impact Comparison to the Proposed Project

Aesthetics/Light and Glare

Under Alternative A, the project area would continue to be a mix of residential, commercial, and industrial uses. Although approximately 17 percent fewer dwelling units would be developed under Alternative A, approximately 28 percent more non-residential development would occur. This would result in more potential light and glare impacts and may result in impacts to scenic highways and scenic resources, exposure of sensitive uses to unacceptable light levels, and interference with nighttime use of the Mt. Palomar observatory. Similar to the project, it is anticipated that compliance with the established regulatory framework would reduce Alternative A's aesthetic impacts to less than significant. The proposed project's design guidelines that encourage a "sense of place" in the area would not be implemented under Alternative A.

Alternative A would be environmentally inferior to the project concerning aesthetics, given the Proposed project's design guidelines, a beneficial impact, would not occur.

Agriculture and Forestry Resources

Under Alternative A, no change to existing land use designations would occur in the project area. Existing Important Farmland would be converted only if already designated for a non-agricultural use in the General Plan. The project's conversion of approximately 814 acres of Important Farmland would not occur. Under Alternative A, impacts concerning conversion of Important Farmland and Williamson Act contract land would continue, as development occurs according to the General Plan; however, impacts would be less than the project given no redesignation of Important Farmland would occur. There are no designated forest lands or timberland in the project area; therefore, as with the project, no impact would occur in this regard under Alternative A.

Alternative A would be environmentally superior to the project concerning agricultural resources, given the alternative would not have the potential to conflict with a Williamson Act contract. Alternative A would reduce significant and unavoidable agricultural resources impacts found under the project to levels that are less than significant.

Air Quality

As detailed in [Section 4.3, *Air Quality*](#), the project would result in significant and unavoidable impacts related to short-term construction and long-term operational emissions as well as localized emissions and cumulative impacts to short- and long-term air quality emissions.



Compared to the proposed project, this Alternative would result in 12,329 fewer dwelling units but 7,529,664 additional square feet of non-residential development. Thus, it is anticipated that development under Alternative A would likely result in similar or greater impacts related to air quality. Alternative A would be neither environmentally superior nor inferior to the proposed project in this regard.

Biological Resources

The footprint for Alternative A and the proposed project are the same. Biological resource impacts would be primarily dependent upon the footprint of each future development occurring on vacant sites. As such, potential impacts to habitat modifications of any species identified as sensitive or special status species, riparian habitat, sensitive natural communities, federally protected wetlands, movement of native resident or migratory fish or wildlife species would be similar under Alternative A and the project. As with the project, future development under Alternative A may result in direct and indirect impacts to biological resources. However, upon compliance with current regulatory requirements and required mitigation measures, it is anticipated that impacts related to biological resources would be less than significant under either development scenario.

Alternative A would be neither environmentally superior nor inferior to the project concerning biological resources.

Cultural Resources

Alternative A and the project would anticipate future development on existing vacant land, infill development, and redevelopment of currently developed properties. Therefore, potential impacts cultural resources would be primarily dependent upon the footprint of each future development. Under Alternative A, cultural resource impacts would be the same as the project given the common footprint and compliance with Federal, State, and local requirements along with required mitigation measures, would reduce potential impacts to cultural resources to less than significant levels.

Alternative A would be neither environmentally superior nor inferior to the project concerning cultural resources.

Energy

Alternative A would result in more non-residential development when compared to the project. At this programmatic level, it is assumed that construction and operations of 12,329 fewer DU and 7,529,664 more SF of non-residential development under Alternative A would result in similar energy demand as the project. As such, Alternative A would be neither environmentally superior nor inferior to the proposed project concerning energy.

Geology and Soils

Geology, soils, seismicity, and paleontological resource impacts would be primarily dependent upon the footprint of each future development occurring on vacant sites. Under Alternative A, geology, soils, seismicity, and paleontological resource impacts would be same as the project



given the common footprint, and the same mitigation program would apply. As with the project, potential impacts associated with Alternative A would be mitigated to a less than significant level.

Alternative A would be neither environmentally superior nor inferior to the project concerning geology, soils, seismicity, and paleontological resources, given the same development footprint would occur under Alternative A and the project.

Greenhouse Gas Emissions

As previously mentioned, Alternative A would result in more non-residential development than the project. Construction GHG emissions cannot be calculated for future development under either Alternative A or the project, given the high-level planning nature of a General Plan, thus, it is unknown whether Alternative A's construction GHG emissions would be greater compared to the project. [Section 4.3](#) indicates that operational GHG emissions under Alternative A are estimated to be approximately 2.15 million metric tons carbon dioxide equivalent (MTCO_{2e}) annually, compared to the project's estimated 2.22 million MTCO_{2e} annually. Therefore, Alternative A would result in approximately 3.0 percent (or 70,000 MTCO_{2e}) less annual GHG emissions than the project. Although emissions would be reduced under Alternative A, this alternative would not allow for the development of a mix of residential, commercial (retail and office), and other land uses near public transportation as the proposed project would. As discussed in [Section 4.3](#), increased use of public transportation, walking, and biking would help reduce mobile GHG emissions from vehicle trips. This alternative would not be consistent with the policies and initiatives of State GHG reduction programs, as well as the regional RTP/SCS in this regard. This alternative also would not provide greater housing variety and density (including affordable housing, life-cycle housing [e.g., starter homes for larger families to senior housing], workforce housing, veterans housing, etc.) and reduce distances between housing, workplaces, commercial uses, and other amenities and destinations. Alternative A would be neither environmentally superior nor inferior to the proposed project in this regard.

Hazards and Hazardous Materials

Under Alternative A, impacts related to hazards and hazardous materials would be greater than the proposed project because Alternative A would result in more non-residential development and less residential. Non-residential development can result in land uses, such as gas stations, commercial centers, and industrial sites, that are associated with greater routine transport, use, or disposal of hazardous materials, than residential development. More non-residential development under Alternative A could increase the chance of hazardous emissions production within 0.25-mile of an existing or proposed school, compared to the lower chance related to decreased non-residential development potential under the project. However, future development under either scenario would be subject to existing regulations, standards, and procedures mandated by applicable local State and Federal laws and regulations. Compliance with these regulatory requirements would ensure risks related to hazards and hazardous materials during construction and operational activities of new projects are reduced to less than significant levels. Alternative A and the project are both not anticipated to increase exposure to airport hazards, affect aircraft operations, or create an airport safety hazard for residents following review/approval by the Riverside County Airport Land Use Commission. This, Alternative A is neither environmentally superior nor inferior to the proposed project.



Hydrology and Water Quality

Alternative A and project construction activities would both potentially increase erosion and sediment, leading to increased stormwater runoff and water quality impacts. Under both Alternative A and the project impervious surface areas would increase, decreasing water infiltration into groundwater basins and reducing groundwater recharge. However, both Alternative A and the project would be required to adhere to all Federal, State, and local requirements, such as Riverside County's Stormwater/Urban Runoff Management and Discharge Ordinance and relevant Best Management Practices (BMPs), for avoiding and minimizing construction and operations impacts to detain and treat surface runoff and reduce water quality impacts to a less than significant level. Also, both Alternative A and the project would consider the Upper Santa Margarita Watershed Integrated Regional Water Management Plan (IRWMP) goals and objectives to avoid conflict with the Plan's implementation.

Alternative A would be neither environmentally superior nor inferior to the proposed project.

Land Use and Relevant Planning

As with the project, Alternative A would not physically divide an established community. Neither Alternative A or the project would introduce any roadways or infrastructure that would bisect or transect the existing neighborhoods. Under Alternative A, the project area would continue to be developed consistent with the existing General Plan and zoning. Alternative A would not involve a General Plan Amendment. Thus, the project's land use impacts would be avoided under Alternative A. However, none of the project's proposed policies, which would encourage a "sense of place" in the area through optimal building configuration, architectural design, and coordinated streetscape development and are considered beneficial would occur under Alternative A.

Alternative A would be environmentally superior to the proposed project concerning land use and planning because no land use changes would occur.

Mineral Resources

The footprint for Alternative A and the proposed project are the same. Neither Alternative A or the project would result in the loss of availability of a known mineral resource of regional or statewide significance, given the absence of known or inferred significant mineral resources within the project boundary area. Neither Alternative A or the project would result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Alternative A would be neither environmentally superior nor inferior to the proposed project concerning mineral resources given the lack of resources present in the project area.

Noise

Alternative A would anticipate future development on existing vacant land or through redevelopment of currently developed land. This alternative would introduce 12,329 fewer dwelling units and 7,529,664 additional square feet of non-residential development compared to the project. Therefore, future development under either scenario would result in additional noise from construction and operational (mobile and stationary sources) activities. Under both



development scenarios, construction activities would be required to comply with the County's Noise Ordinance. Further, the County's General Plan Noise Element includes goals and policies that would reduce both transportation and non-transportation related noise impacts through land use planning, project design, and development review. As such, impacts would be similar, and the Alternative A is considered neither environmentally superior nor inferior to the project.

Population and Housing

Alternative A would result in buildout according to the existing General Plan, resulting in 21 percent fewer dwelling units and 21 percent less population growth, as compared to the project; therefore, Alternative A would not induce substantial unplanned population growth. However, Alternative A involves 28 percent more non-residential development and 17 percent more jobs than the project, thus potentially inducing indirect population growth and increased housing demand through employment-generating land uses.

Alternative A would be environmentally superior to the proposed project concerning population and housing, given this Alternative would facilitate development according to the existing General Plan.

Public Services

The project area currently contains agricultural, urbanized, and undeveloped lands. Alternative A and the proposed project both encourage additional development, including both residential and non-residential uses, on these lands. The increase of both infill development and new development, especially in underutilized lands, under both Alternative A and the project would proportionately increase the demand for public services (police, fire, schools, parks, and other public facilities). The County requires payment of planning and development service fees to support future services, which help the County to fund the provision of any necessary additions or alterations to public services. Thus, as with the project, impacts would be less than significant. However, given that public service providers base their long-term planning upon the adopted General Plan, Alternative A would result in proportionally reduced impacts concerning public services.

Alternative A would be environmentally superior to the proposed project concerning public services given that public service providers have already based their long-term planning upon the adopted General Plan.

Recreation

Fewer residences under Alternative A would result in proportionately less demand for recreational facilities. Alternative A would generate 17 percent fewer dwelling units and 17 percent less population compared to the proposed project. Thus, Alternative A would require less construction or expansion of recreational facilities than the proposed project. Like the project, Alternative A could meet parkland demand through construction of additional parks, payment of in-lieu fees, or a combination of both. Also, neither Alternative A or the project are in a Community Service Area that provides recreational services.



Therefore, Alternative A would be environmentally superior to the proposed project concerning recreation because less overall demand for recreational facilities would occur.

Transportation

Alternative A would result in more non-residential development than the project, allowing up to approximately 34 million SF of non-residential development (an increase of 28 percent when compared to the project), and resulting in 60,213 jobs (an increase of 20 percent compared to the project). More non-residential development and employment opportunities would generate more VMT. As shown in [Table 4.17-2, *Project VMT Impact Evaluation – Efficiency Metrics*](#), Alternative A, which is existing General Plan buildout (i.e., Cumulative No project Conditions with City of Menifee Update) would result in approximately 0.7 percent greater VMT in Riverside County compared to the project. Both Alternative A and the project would require future development to comply with all applicable Riverside County Circulation Element policies and County Ordinances, as well as the service-provider’s relevant facility design standards, concerning roads, emergency access, and bicycle infrastructure. Both Alternative A and the project would be subject to compliance with Ordinance No. 659, which requires payment of the appropriate Development Impact Fees to account for increased maintenance costs associated with new or altered roadway maintenance resulting from future development.

Therefore, Alternative A would be environmentally inferior to the project concerning transportation, given it would generate greater VMT than the proposed project.

Tribal and Cultural Resources

The footprint for Alternative A and the proposed project are the same. Tribal cultural resource impacts are primarily dependent upon the construction and operations footprint of each development, as well as depth of excavation. Under Alternative A, tribal cultural resource impacts would be same as the project and the same mitigation program would apply. As with the project, potential impacts associated with Alternative A can be mitigated to a less than significant level.

Alternative A would be neither environmentally superior nor inferior to the proposed project concerning tribal cultural resources, given the development footprint is the same for both Alternative A and the project.

Utilities and Services System

[Table 4.19-5, *Estimated Project Water Demand*](#) shows the water demand for Alternative A (existing General Plan) and the proposed project and indicates Alternative A water demand would be approximately 14,443 acre-feet per year (AFY) less than the project. Because the Urban Water Management Plan’s (UWMP) forecast water demand is based on the existing General Plan, Alternative A’s impact concerning sufficient water supplies would be less than the project, which would exceed the UWMP forecast water demand. Concerning wastewater generation, [Table 4.19-6, *Estimated Project Wastewater Generation*](#) shows estimated wastewater generation for both Alternative A (existing General Plan) and the proposed project and indicates Alternative A wastewater generation would be approximately 3,911 AFY less than the project. However, both Alternative A and the project would have similar impacts concerning water consumption and wastewater generation since both would be required to demonstrate



7.0 Alternatives to the Proposed Project

compliance with EMWD's Will-Serve process, in addition to existing laws, regulations, and General Plan policies pertaining to water and wastewater.

Table 4.19-7, *Estimated Annual Project Solid Waste Generation*, compares estimated solid waste generation under both scenarios and indicates the solid waste generation for Alternative A would be approximately 13,148 tons per year less than the proposed project; however, both Alternative A and the project would have similar impacts concerning solid waste generation since both would be accommodated by existing landfills.

Given that utility providers base their long-term planning upon the adopted General Plan, Alternative A would result in proportionately less impact concerning utilities and service systems than the project. Therefore, Alternative A would be environmentally superior to the project concerning the utilities and services system.

Wildfire

Both Alternative A and the project would be in or near a State Responsibility Area and/or lands classified Very High Fire Hazard Severity Zone. However, neither Alternative A nor the project would be anticipated to impair an adopted emergency response plan or emergency evacuation plan. The potential to impair an adopted emergency response plan or emergency evacuation plan would be addressed on a project-by-project basis for future development within the project area, and conditions of approval and/or mitigation would be imposed on proposed projects to address any potential impacts as necessary. Future development under both Alternative A and the project would be required to comply with the established regulatory framework to reduce fire risk to people or structures, and any temporary or ongoing impacts to the environment which would reduce any potential impacts to less than significant levels.

Alternative A would be neither environmentally superior nor inferior to the proposed project concerning wildfire.

Relationship To The Project Objectives

Alternative A would meet the following two of the twelve project objectives:

- Encourage commercial development near intersections and clustered, as opposed to strip or piecemeal development spread along the Grand Avenue corridor.
- Promote more intense commercial/industrial areas to support the increased residential densities).

“NO HIGHWAY 79 POLICY AREA ALTERNATIVE” – ALTERNATIVE B

The project proposes to remove the existing nine percent residential density restriction within the project area. Alternative B would maintain the existing nine percent density restriction within the project area, including the Winchester PA. Under Alternative B, all other project components would occur consistent with the proposed project. Table 7-2: *No Highway-79 Policy Area Alternative Compared to the Project* compares Alternative B to the project.

**Table 7-2: No Highway-79 Policy Area Alternative Compared to the Project**

Characteristic	Project	Alternative B (No Highway-79 Policy Area)	Difference Between Alternative B and Project	
Non-Residential Uses (SF)	26,638,737	26,638,737	0	(0%)
Jobs ²	50,159	50,159	0	(0%)
Residential Units (DU)	71,470	65,378	-6,092	(-9%)
Population (Persons) ³	203,690	186,327	-17,363	(-9%)
sf = square feet; du = dwelling unit. Notes. 1. Assumes development intensity per Riverside County General Plan EIR Appendix E-2 (Table E-3 and Table E-4). 2. Jobs are derived based on Institute for Transportation Engineers (ITE) Trip Generation Manual, 10 th Edition employment factors. 3. Population is derived based on the average persons per household, as averaged for the four Area Plans within the Project area; see Riverside County General Plan EIR Appendix E-2, Table E-2: Average Household Size by Area Plan.				

It is noted that even though this alternative would result in less residential development, the construction footprint is assumed to be the same because construction crews utilize the entire site for staging and laydown, temporary access, or other such uses which still require grading. Therefore, development under Alternative B would occur within the same footprint, as the project. Alternative B would require the same discretionary actions as noted for the project. It is assumed that a Mitigation Program like what is proposed for the project would be required for Alternative B. Although the nature of the mitigation would be similar, the mitigation requirements may be reduced because Alternative B involves less development.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics/Light and Glare

Under Alternative B, the project area would continue to be a mix of residential, commercial, and industrial uses. Approximately nine percent fewer dwelling units would be developed, which would decrease potential light and glare impacts, and may result in fewer impacts to scenic highways, scenic resources, residential properties' exposure to unacceptable light levels, and interference with nighttime use of the Mt. Palomar Observatory. Like the project, compliance with the established regulatory framework is anticipated to reduce aesthetic impacts to less than significant. The project's proposed design guidelines which will encourage a "sense of place" in the area through optimal building configuration, architectural design, and coordinated streetscape development would be implemented under Alternative B.

Alternative B would be environmentally superior to the project concerning aesthetics, given it would involve less residential development and associated aesthetic/light and glare impacts than the project.

Agriculture and Forestry Resources

Alternative B would involve the same land use designation modifications and development footprint as the project. Thus, under Alternative B, redesignation and conversion of Important Farmland, including land under Williamson Act contracts, would still occur. Like the project, Alternative B would not convert any forestland or timberland. Given the fact that nine percent



less residential development would occur, conflicts between agricultural and residential land uses would be proportionately less under Alternative B, and may result in less residential development within 300 feet of agricultural uses.

Alternative B would be environmentally superior to the proposed project concerning agricultural resources, given proportionately less indirect effects (e.g., conflict with an existing Williamson Act Contract) would occur.

Air Quality

Alternative B would result in nine percent less residential development than the project, resulting in proportionately less construction maximum daily emissions and construction duration. Therefore, construction-related air quality impacts would be less when compared to the project though, given the order of magnitude, would remain significant and unavoidable.

Alternative B's operational emissions would also be less than the project. Alternative B would generate fewer trips since it would decrease the amount of residential development. However, Alternative B would not reduce stationary emission sources from mechanical equipment (e.g., HVAC units) or landscaping equipment for site maintenance. Therefore, although Alternative B would result in slightly reduced operational air quality impacts, impacts would remain significant and unavoidable.

Alternative B would be environmentally superior to the project, given less construction and operations emissions would be generated.

Biological Resources

The Alternative B and project footprint would be the same; thus, Alternative B's biological resource impacts would be the same as the project. Upon compliance with current regulatory requirements and required mitigation measures, impacts to biological resources would be less than significant.

Alternative B would be neither environmentally superior nor inferior to the proposed project, given the same footprint would occur and thus the same biological resource impacts would occur.

Cultural Resources

Both Alternative B and the project would anticipate future development on existing vacant land and infill and redevelopment sites. Therefore, potential impacts to known or unknown/undiscovered historical, archaeological, paleontological, and tribal cultural resources would be similar under both development scenarios. Although Alternative B would decrease residential development by nine percent, the potential to uncover unknown/undiscovered resources remains the same. Impacts related to cultural and tribal cultural resources under this Alternative as well as the project would be less than significant with adherence to existing regulations and mitigation measures.

Alternative B would be neither environmentally superior nor inferior to the proposed project.



Energy

Alternative B would result in proportionately less construction energy demand, given nine percent fewer dwelling units would be constructed as well as a lower amount of non-residential would be developed. Similarly, Alternative B would result in less operational energy demand than the project due to the reduced amount of overall development that would occur.

Alternative B would be environmentally superior to the project, given less construction and operational energy demand would occur.

Geology and Soils

Geology and soil impacts under Alternative B would be similar to the project because it would be occur within the same footprint and under the same geologic unit and soil conditions. The potential exposure to seismic ground shaking, fault rupture, liquefaction, or collapse would be less, given nine percent fewer dwelling units would be built, thus exposing fewer persons to these potential hazards. Future development under both Alternative B and the project would be required to comply with California Building Code and Zoning Code standards and applicable construction and operational BMPs to reduce impacts related to geologic hazards.

Alternative B would be environmentally superior to the project, given fewer people would be exposed to potential geologic and seismic hazards.

Greenhouse Gas Emissions

Under Alternative B, non-residential development would remain less than the project and residential development would be reduced by nine percent. Both Alternative B and the project would result in direct construction-related GHG emissions. The approximate quantity of daily GHG emissions generated by construction equipment would be less under Alternative B than the project, given that fewer dwelling units would be constructed.

Operational emission sources include energy, vehicles, waste, water, and wastewater. Under Alternative B, less residential development would occur, resulting in fewer daily vehicle trips and associated emissions than the project. Therefore, Alternative B's GHG emissions would be similar or slightly less when compared to the project. Despite the slight reduction in GHG emissions, GHG emissions impacts would likely remain significant and unavoidable.

Alternative B would be environmentally superior to the project, given less GHG emissions would occur from construction and operations.

Hazards and Hazardous Materials

Alternative B impacts related to hazards and hazardous materials would be the same as the project because Alternative B would be developed in the same footprint. No site within the project area is on the Cortese list of hazardous materials sites. Alternative B and the project are both not anticipated to increase exposure to airport hazards, affect aircraft operations, or create an airport safety hazard for residents following review/approval by the Riverside County Airport Land Use Commission. Under either scenario, development would be required to comply with local, State



and Federal regulatory requirements regarding the use, disposal, and transport of hazardous materials.

Alternative B would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

Hydrology and water quality impacts associated with this Alternative would be similar to that of the project. While this Alternative would result in nine percent less residential dwellings, all future development would be subject to applicable stormwater and water quality requirements per the applicable Regional Water Quality Board. Future development would also be required to comply with all necessary General Plan goals and policies and County Ordinances related to hydrology and water quality.

Alternative B would be neither environmentally superior nor inferior to the project.

Land Use and Relevant Planning

As with the project, Alternative B would not physically divide an established community. Neither Alternative B or the project would introduce any roadways or infrastructure that would bisect or transect the existing neighborhoods.

Future development facilitated by either Alternative B or the project would be required to demonstrate consistency with the County's General Plan and Zoning Code standards, including plans and policies adopted for the purpose of minimizing an environmental effect. The nine percent reduction would not eliminate the proposed project's inconsistency with the SCAG RTP/SCS goals in place related to agricultural resources and air quality. Thus, Alternative B would be neither environmentally superior nor inferior to the proposed project.

Mineral Resources

Neither Alternative B or the project would result in the loss of availability of a known mineral resource of regional or statewide significance, given the absence of known or inferred significant mineral resources. Neither Alternative B or the project would result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Alternative B would be neither environmentally superior nor inferior to the proposed project concerning mineral resources given none are present in the project area.

Noise

During construction under Alternative B, construction noise levels would be similar as the project, though may be proportionately less given less residential development would occur. The types of equipment and the daily use of the equipment under Alternative B is anticipated to be similar to that of the project. Construction noise that complies with the required construction hours is exempt from the County's noise standards. Therefore, construction-related noise impacts would be the same under Alternative B and the project.



Operational noise impacts under Alternative B would be less compared to the project because less residential development could occur. Operational mobile noise from vehicle trips would be less because fewer vehicle trips would be generated under Alternative B than the project. Operational stationary noise sources (e.g., HVAC units and landscaping equipment) would be slightly decreased under Alternative B because less residential development would occur. Therefore, operational noise impacts would be less than the project but would remain significant and unavoidable.

Alternative B would be environmentally superior to the project, given a reduction in operational noise would occur.

Population and Housing

Future development associated with the proposed project is not anticipated to induce substantial unplanned population growth, either directly or indirectly. Alternative B would result in a similar amount of development as the proposed project; however, residential development would be reduced by nine percent. Both Alternative B and proposed project would result in a less than significant impact regarding population and housing. However, Alternative B would be environmentally superior to the project, given less residential development would occur resulting in less population and housing impacts.

Public Services

Alternative B would result in nine percent less residential development, resulting in less need for construction of new or expanded public service facilities. Alternative B would result in a similar amount of development as the proposed project; however, residential development would be reduced by nine percent. Both Alternative B and proposed project would result in a less than significant impact regarding population and housing. However, Alternative B would be environmentally superior to the project, given less residential development would occur resulting in less demand on public services.

Recreation

Alternative B facilitates 6,092 fewer DU (approximately nine percent) less than the project, resulting in less demand for parkland. Like the project, Alternative B could meet demands through construction of additional park, payment of in-lieu fees, or a combination of both. Additionally, given that park service providers base their long-term planning upon the adopted General Plan, Alternative B would not result in additional impacts concerning recreation.

Alternative B would be environmentally superior to the project, given less residential development would occur resulting in less demand on recreation.

Transportation

Alternative B facilitates approximately 6,092 fewer dwelling units (approximately nine percent) less than the project but maintains the same non-residential SF. Therefore, traffic generation associated with Alternative B would be less than the project. Other transportation impacts (e.g., hazardous geometric design, need for new or altered maintenance of roads, circulation impacts



during construction, inadequate emergency access, or construction or expansion of bike lanes) would be proportionately less than the project given less traffic would occur under Alternative B.

Alternative B would be environmentally superior to the project. Significant unavoidable transportation impacts due to conflict or inconsistencies with CEQA Guidelines § 15064.3 (b) would not occur as fewer residential development would occur and VMT thresholds would not be exceeded.

Tribal Cultural Resources

Both Alternative B and the project would anticipate future development on existing vacant land and infill and redevelopment sites. Therefore, potential impacts to known or unknown/undiscovered historical, archaeological, paleontological, and tribal cultural resources would be similar under both development scenarios. Although, Alternative B would decrease residential development by nine percent, the potential to uncover unknown/undiscovered resources remains the same. Impacts related to cultural and tribal cultural resources under this Alternative as well as the project would be less than significant with adherence to existing regulations and mitigation measures.

Alternative B would be neither environmentally superior nor inferior to the proposed project.

Utilities/Service Systems

Alternative B facilitates a lesser amount of residential development than the project, resulting in less demand for new or expanded utilities and service systems. Additionally, given that utility providers base their long-term planning upon the adopted General Plan, Alternative B would result no additional impacts as the General Plan's buildout scenario has already contemplated nine percent less residential development for the area.

Alternative B would be environmentally superior to the project, given less unplanned population growth and proportionately less unplanned demand on utilities and service systems would occur.

Wildfire

Wildfire impacts would be the same under Alternative B and the proposed project, except that proportionately fewer structures and people would be exposed to potential wildfire hazards under Alternative B due to the nine percent required reduction in dwelling units. Potential impacts associated with Alternative B and the project would be less than significant.

Alternative B would be environmentally superior to the project, given that proportionately fewer people would be exposed to wildfire hazards.

RELATIONSHIP TO THE PROJECT OBJECTIVES

Alternative B would meet all the project objectives, except to a lesser degree, given that fewer housing variety and less housing density would occur.



7.0 Alternatives to the Proposed Project

“NO HIGHWAY 79 POLICY AREA ALTERNATIVE OUTSIDE WINCHESTER POLICY AREA” – ALTERNATIVE C

Alternative C would maintain the existing nine percent density restriction within the Highway-79 PA for those portions of the project outside of the Winchester PA boundary. All other project components would occur consistent with the proposed project. Table 7-3: No Highway-79 Policy Area Alternative Outside Winchester Policy Area Alternative Compared to the Project¹ compares Alternative C to the proposed project.

Table 7-3: No Highway-79 Policy Area Alternative Outside Winchester Policy Area Alternative Compared to the Project¹

Characteristic	Project	Alternative C (No Highway-79 Policy Area Alternative Outside Winchester Policy Area)	Difference Between Alternative C and Project	
Non-Residential Uses (SF)	26,638,737	26,638,737	0	(0%)
Jobs ²	50,159	50,159	0	(0%)
Residential Units (DU)	71,470	68,891	-2,579	(-4%)
Population (Persons) ³	203,690	196,339	-7,351	(-4%)

sf = square feet; du = dwelling unit.
Notes.

1. Assumes development intensity per Riverside County General Plan EIR Appendix E-2 (Table E-3 and Table E-4).
2. Jobs are derived based on Institute for Transportation Engineers (ITE) Trip Generation Manual, 10th Edition employment factors.
3. Population is derived based on the average persons per household, as averaged for the four Area Plans within the Project area; see Riverside County General Plan EIR Appendix E-2, Table E-2: Average Household Size by Area Plan.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics

Under Alternative C, the project area would continue to be a mix of residential, commercial, and industrial uses. Fewer dwelling units would be developed, which would decrease potential light and glare impacts, and may result in fewer impacts to scenic highways, scenic resources, residential properties’ exposure to unacceptable light levels, and interference with nighttime use of the Mt. Palomar observatory. Like the project, compliance with the established regulatory framework is anticipated to reduce aesthetic impacts to less than significant. The proposed project’s proposed design guidelines that encourage a “sense of place” in the area through optimal building configuration, architectural design, and coordinated streetscape development would still be implemented under Alternative C.

Alternative C would be environmentally superior to the project concerning aesthetics, given it would involve less residential development and associated aesthetic impacts than the project.

Agriculture and Forestry Resources

Alternative C would involve the same land use modifications as the project, thus, under Alternative C, redesignation and conversion of Important Farmland, including land under Williamson Act contracts, would still occur. Like the project, Alternative C would not convert any forestland or timberland. Given the fact that less residential development would occur, conflicts



between agricultural and residential land uses would be proportionately less under Alternative C, and may result in less residential development within 300 feet of agricultural uses.

Alternative C would be environmentally superior to the proposed project concerning agricultural resources, given proportionately less indirect effects would occur.

Air Quality

Alternative C would result less residential development than the project, resulting in proportionately less construction maximum daily emissions and construction duration. Therefore, construction-related air quality impacts would be less when compared to the project though, given the order of magnitude, would remain significant and unavoidable.

Alternative C's operational emissions would be less than the project. Alternative C would generate fewer trips since it would decrease the amount of residential development. However, Alternative C would not reduce stationary emission sources from mechanical equipment (e.g., HVAC units) or landscaping equipment for site maintenance. Therefore, Alternative C operational air quality impacts would be slightly less than the proposed project but would remain significant and unavoidable.

Alternative C would be environmentally superior to the project, given less construction and operations emissions would be generated.

Biological Resources

The Alternative C and project footprint would be the same; thus, Alternative C's biological resource impacts would be the same as the project and the same mitigation program would apply. As with the project, potential impacts associated with Alternative C would be mitigated to a less than significant level.

Alternative C would be neither environmentally superior nor inferior to the proposed project, given the same footprint would occur and thus the same biological resource impacts would occur.

Cultural Resources

As with the project, no impact to historic resources is anticipated to occur under this alternative. Any site disturbance associated with the project or Alternative C could impact archaeological resources, as well as human remains, if present. However, compliance with the existing Federal, State and local regulatory framework as well as General Conditions of Approval and Mitigation Measures, any associated impacts would be reduced to less than significant levels for both the project and Alternative C.

Alternative C would be neither environmentally superior nor inferior to the proposed project.

Energy

Construction (fuel and material) and operational building energy consumption would be similar to the proposed project. However, due to the reduced trip generation that would occur as a result



of Alternative C, operational fuel consumption associated with Alternative C would decrease. Thus, Alternative C is considered environmentally superior to the proposed project regarding energy consumption.

Geology and Soils

Under both development scenarios, potential new development would result in a larger number of structures/people potentially exposed to substantial adverse effects associated with severe ground shaking, soil erosion, or ground failure. Alternative C would reduce the number of residential dwelling units that would be built, thus exposing fewer persons to these potential hazards. However, such impacts associated with either the Alternative C or the project would be less than significant by adherence to and/or compliance with the California Building Code, Municipal Code requirements.

Alternative C would be environmentally superior to the project, given fewer people would be exposed to potential geologic and seismic hazards given the reduced residential development potential.

Greenhouse Gas Emissions

Both Alternative C and the project would result in direct construction-related GHG emissions once future development occurs. The approximate quantity of daily GHG emissions generated by construction equipment is anticipated to be lower under Alternative C than the project, given that fewer dwelling units would be constructed.

Operational emission sources include energy, vehicles, waste, water, and wastewater. Under Alternative C, less residential development would occur, resulting in fewer daily vehicle trips and associated emissions than the project. Therefore, Alternative C's GHG emissions would be similar or slightly less when compared to the project; however, GHG emissions impacts would remain significant and unavoidable.

Alternative C would be environmentally superior to the project, given less GHG emissions would occur from construction and operations.

Hazards and Hazardous Materials

Implementation of Alternative C or the project would potentially result in the expansion or development of facilities that could impact the health and safety of residents and employees within the project area. Compared to the project, this Alternative would reduce residential development potential. However, new development under either scenario would be subject to existing regulations, standards, and procedures mandated by applicable local, State, and Federal laws and regulations. Compliance with these regulatory requirements would ensure risks related to hazards and hazardous materials during construction and operational activities of new projects are reduced to less than significant levels. Thus, this Alternative is considered neither environmentally superior nor inferior to the proposed project.



Hydrology and Water Quality

Both Alternative C and the project would anticipate new development of vacant land or redevelopment of existing uses, potentially resulting in hydrology, drainage, or water quality impacts. Development under both scenarios would be required to comply with applicable stormwater and water quality requirements in accordance with the applicable RWQCB, such as obtaining applicable construction permits, implementing a Water Quality Management Plan and/or Stormwater Pollution Prevention Plan and associated best management practices. Overall, development in accordance with this Alternative and the project would be required to comply with the same regulatory requirements to minimize hydrology and water quality impacts. As such, Alternative C is considered neither environmentally superior nor inferior to the General Plan Update in this regard.

Land Use and Planning

As with the project, Alternative C would not physically divide an established community. Neither Alternative C nor the project would introduce any roadways or infrastructure that would bisect or transect the existing neighborhoods.

Future development facilitated by either Alternative C or the project would be required to demonstrate consistency with the General Plan, including plans and policies adopted for the purpose of minimizing an environmental effect. However, Alternative C would not eliminate the proposed project's inconsistency with the SCAG RTP/SCS goals in place related to agricultural resources and air quality.

Alternative C would be neither environmentally superior nor inferior to the proposed project in this regard.

Mineral Resources

Neither Alternative C or the project would result in the loss of availability of a known mineral resource of regional or statewide significance, given the absence of known or inferred significant mineral resources in the project area. Neither Alternative C or the project would result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Alternative C would be neither environmentally superior nor inferior to the proposed project concerning mineral resources given none are present in the project area.

Noise

During construction under Alternative C, construction noise levels would be similar as the project, though may be proportionately less given less residential development would occur. The types of equipment and the daily use of the equipment under Alternative C is anticipated to be the same as the project. Construction noise that complies with the required construction hours is exempt from the County's noise standards. Therefore, construction-related noise impacts would be the same under Alternative C and the project.



Operational noise impacts under Alternative C would be less compared to the project because less residential development could occur. Operational mobile noise from vehicle trips would be less because fewer vehicle trips would be generated under Alternative C than the project. Operational stationary noise sources (e.g., HVAC units and landscaping equipment) would be slightly decreased under Alternative C because less residential development would occur. Therefore, operational noise impacts would be less than the project though would remain significant and unavoidable.

Alternative C would be environmentally superior to the project, given less operational noise would occur.

Population and Housing

Alternative C facilitates fewer dwelling units than the project, resulting in proportionately less population growth. Alternative C would also induce less unplanned population growth, since a lower number of dwelling units would be built beyond what was anticipated in the General Plan. Under both development scenarios, related impacts are anticipated to be less than significant.

Alternative C would be environmentally superior to the project, given less unplanned population growth would occur.

Public Services

Alternative C would result in four percent less residential development, resulting in proportionately less need for construction of new or expanded public service facilities. Additionally, given that public service providers base their long-term planning upon the adopted General Plan, Alternative C would result in proportionately fewer impacts concerning public services.

Alternative C would be environmentally superior to the project, given less unplanned population growth and proportionately less unplanned demand on public services would occur.

Recreation

Alternative C facilitates 2,579 fewer DU (approximately four percent) less than the project, resulting in proportionately less population growth and proportionately less demand for parkland. Like the project, Alternative C could meet demands through construction of additional park, payment of in-lieu fees, or a combination of both. Additionally, given that park service providers base their long-term planning upon the adopted General Plan, Alternative C would result in proportionately fewer impacts concerning recreation than what was previously anticipated.

Alternative C would be environmentally superior to the project, given less unplanned population growth and proportionately less unplanned demand on recreation would occur.

Transportation

Alternative C facilitates 2,579 fewer DU (approximately four percent) less than the project but maintains the same non-residential SF. Therefore, traffic generation associated with Alternative C would be less than the project. Other transportation impacts (e.g., hazardous geometric



design, need for new or altered maintenance of roads, circulation impacts during construction, inadequate emergency access, or construction or expansion of bike lanes) would be proportionately less than the project given less traffic would occur under Alternative C. Conflict with a program plan, ordinance, or policy addressing the circulation system would be similar to the project, given the magnitude of buildout under Alternative C and the project.

Alternative C would be environmentally superior to the project, given less VMT and other transportation related impacts would occur.

Tribal Cultural Resources

The Alternative C and project footprint would be the same; thus, tribal cultural resource impacts under Alternative C would be the same as the project and the same mitigation program would apply. As with the project, potential impacts associated with Alternative C can be mitigated to a less than significant level through implementation of the established regulatory framework, general conditions of approval and mitigation measures.

Alternative C would be neither environmentally superior nor inferior to the proposed project, given the same footprint would occur and thus the same tribal cultural resource impacts would occur.

Utilities/Service Systems

Alternative C facilitates 2,579 fewer DU (approximately four percent) less than the project, resulting in proportionately less demand for new or expanded utilities and service systems. Additionally, given that utility providers base their long-term planning upon the adopted General Plan, Alternative C would result in proportionately fewer impacts concerning utilities and service systems.

Alternative C would be environmentally superior to the project, given less unplanned population growth and proportionately less unplanned demand on utilities and service systems would occur.

Wildfire

Wildfire impacts would be the same under Alternative C as the project, except that proportionately fewer residential structures and people would be exposed to potential wildfire hazards. As with the project, potential impacts associated with Alternative C would be less than significant.

Alternative C would be environmentally superior to the project, given proportionately fewer people and residential structures would be exposed to wildfire hazards.

RELATIONSHIP TO THE PROJECT OBJECTIVES

Alternative C would meet all the project objectives, except to a lesser degree, given that less housing variety and less density would occur.



“NO FOUNDATION COMPONENT CHANGE ALTERNATIVE” – ALTERNATIVE D

Alternative D would exclude the Foundation Component amendments and associated General Plan land use designation changes proposed under the project. All other project components would be consistent with the project. Table 7-4, *No Foundation Component Change Alternative Compared to the Project* compares Alternative D to the project.

Table 7-4: No Foundation Component Change Alternative Compared to the Project¹

Characteristic	Project	Alternative D (No Foundation Component Change)	Difference Between Alternative D and Project	
Non-Residential Uses (SF)	26,638,737	34,168,402	7,529,665	(+28%)
Jobs ²	50,159	60,213	10,054	(+20%)
Residential Units (DU)	71,470	64,990	-6,480	(-9%)
Population (Persons) ³	203,690	185,222	-18,468	(-9%)

sf = square feet; du = dwelling unit.
Notes.

1. Assumes development intensity per Riverside County General Plan EIR Appendix E-2 (Table E-3 and Table E-4).
2. Jobs are derived based on Institute for Transportation Engineers (ITE) Trip Generation Manual, 10th Edition employment factors.
3. Population is derived based on the average persons per household, as averaged for the four Area Plans within the Project area; see Riverside County General Plan EIR Appendix E-2, Table E-2: Average Household Size by Area Plan.

Under Alternative D, development would occur generally within the same footprint as the project, except that under Alternative D, no proposed Foundation Component or standard land use designation amendments would occur. As such, those parcels identified by the project for Foundation Component amendments would remain the same as currently designated by the General Plan and as analyzed by the General Plan EIR.

For all resource areas, impacts within the Highway 79 PA would be the same under Alternative D as the project, since the nine percent residential unit restriction would still be lifted. Therefore, the below analysis focusses on changes within the Winchester PA, as compared to the project. Alternative D’s footprint would be approximately 2.4 percent (approximately 550 acres) less than the Winchester PA.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics

Impacts within the Winchester PA would be proportionately greater under Alternative D because the proposed project’s design guidelines encouragement of a “sense of place” in the area through optimal building configuration, architectural design, and coordinated streetscape development would not be implemented. Therefore, impacts to aesthetics would be similar or slightly greater when compared to the project but still less than significant.

Alternative D would be environmentally inferior to the project concerning aesthetics, given the proposed project’s design guidelines, a beneficial impact, would not occur.



Agriculture and Forestry Resources

Under Alternative D, no changes to those parcels identified by the project for Foundation Component amendments would occur in the Winchester PA and impacts to agricultural resources of the Winchester PA would occur, though to a lesser degree than under the project. Alternative D would directly or indirectly convert Prime Farmland and would result in residential uses within 300 feet of agricultural uses which could result in additional indirect effects, though to a lesser degree than the project. Impacts concerning conversion of Important Farmland and Williamson Act contract land would continue, as development occurs according to the General Plan, however, impacts would be less than the project given no redesignation of Important Farmland would occur. There are no designated forest lands or timberland in the project area; therefore, as with the project, no impact would occur in this regard.

Alternative D would be environmentally superior to the project, given Williamson Act land would be converted. Alternative D would reduce significant and unavoidable agricultural resources impacts found under the project to levels that are less than significant under this alternative.

Air Quality

Alternative D would result in 28 percent greater non-residential square footage and nine percent fewer dwelling units than the project. Construction emissions cannot be calculated for future development under either Alternative D or the project, given the high-level planning nature of a General Plan, thus, it is unknown whether construction emissions would be greater compared to the project. It is noted that, given the order of magnitude of both the project and Alternative D, and that a variety of uses, site plans, and project design features could be implemented on a project-by-project basis, Alternative D could result in greater or lesser construction and operations emissions. At this programmatic level, it is assumed that construction and operations of 7,529,665 SF of non-residential development and 6,480 fewer DU would result in approximately equivalent air quality emissions and associated impacts.

Alternative D would be neither environmentally superior nor inferior to the proposed project concerning air quality. At this programmatic level, emissions under Alternative D would be the same order of magnitude compared to the project.

Biological Resources

Biological resource impacts are primarily dependent upon the construction and operations footprint of each future development. Future development would result in direct and indirect impacts to biological resources. Alternative D would be developed within a smaller footprint compared to the project and no additional biological resource impacts would occur beyond what was previously analyzed by the General Plan. Alternative D and the project would be subject to the same Federal, State and local regulatory framework which would reduce potential impacts to less than significant levels.

Alternative D would be environmentally superior to the proposed project concerning biological resources, given Alternative D's footprint is smaller than the project.



Cultural Resources

Cultural resource impacts are primarily dependent upon the construction and operations footprint of each development. Under Alternative D, development would occur in accordance with existing General Plan designations and densities, as previously analyzed, for those parcels identified by the project for Foundation Component amendments. Development would result in direct and indirect impacts to cultural resources. However, as with the project, Alternative D would be required to comply with the regulatory framework, general conditions of approval and mitigation measures identified for reducing impacts to less than significant levels.

Alternative D would be environmentally superior to the proposed project given Alternative D's footprint is smaller than the project.

Energy

Alternative D would result in greater non-residential development, but less residential development compared to the project. It is noted that, given the order of magnitude of both the project and Alternative D, and that a variety of uses, site plans, and project design features could be implemented on a project-by-project basis, Alternative D could result in greater or lesser energy demand. At this programmatic level, it is assumed that construction and operations of 7,529,665 SF greater of non-residential development but 6,480 fewer DU and would result in approximately equivalent energy demand.

Alternative D would be neither environmentally superior nor inferior to the proposed project concerning energy. At this programmatic level, energy demand under Alternative D would be the same order of magnitude compared to the project.

Geology and Soils

Impacts concerning geology, soils, seismicity, and paleontological resources are primarily dependent upon the construction and operations footprint of each development, as well as depth of excavation. Alternative D would be developed within a smaller footprint compared to the project. Impacts under Alternative D concerning geology, soils, seismicity, and paleontological resources would therefore be less compared to the project and the same mitigation program would be applicable. As with the project, potential impacts associated with Alternative D can be mitigated to a less than significant level.

Alternative D would be environmentally superior to the proposed project given Alternative D's footprint is smaller than the project.

Greenhouse Gas Emissions

Alternative D would result in 28 percent greater non-residential SF and nine percent fewer DU than the project. Construction emissions cannot be calculated for future development under either Alternative D or the project, given the high-level planning nature of a General Plan, thus, it is unknown whether construction emissions would be greater compared to the project. It is noted that, given the order of magnitude of both the project and Alternative D, and that a variety of uses, site plans, and project design features could be implemented on a project-by-project basis, Alternative D could result in greater or lesser construction and operations GHG emissions. At



this programmatic level, it is assumed that construction and operations of 7,529,665 SF of non-residential development and 6,480 fewer DU would result in approximately equivalent GHG emissions and associated impacts.

Alternative D would be neither environmentally superior nor inferior to the proposed project concerning GHG. At this programmatic level, GHG emissions under Alternative D would be the same order of magnitude compared to the project.

Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials associated with Alternative D would be greater than the proposed project because Alternative D would result in more non-residential development and less residential development than the project. Non-residential development can result in land uses, such as gas stations, commercial centers, and industrial sites, that are associated with greater routine transport, use, or disposal of hazardous materials, than residential development. More non-residential development under Alternative D could increase the chance of hazardous emissions production within 0.25-mile of an existing or proposed school, compared to the lower chance related to the lesser non-residential under the project. Neither Alternative D nor the project are anticipated to increase exposure to airport hazards, affect aircraft operations, or create an airport safety hazard for residents following review/approval by the Riverside County Airport Land Use Commission.

Alternative D would be environmentally inferior to the proposed project concerning hazards and hazardous materials, given Alternative D's greater amount of non-residential development and potential associated hazards and hazardous materials impacts, compared to the project.

Hydrology and Water Quality

The development footprint for Alternative D and the project would be the same. Construction resulting from Alternative D and project construction activities would potentially increase erosion and sediment, leading to increased stormwater runoff and water quality impacts. Both Alternative D and the project would increase impervious surface areas, decreasing water infiltration into groundwater basins and reducing groundwater recharge. Operations of 7,529,665 SF greater of non-residential development but 6,480 fewer DU could result in greater runoff and water quality impacts than the project, but this is speculative and thus, at the programmatic level, impacts are assumed to be the same as the project. Both Alternative D and the project would be required to adhere to all Federal, State, and local requirements, such as Riverside County's Stormwater/Urban Runoff Management and Discharge Ordinance and relevant BMPs, for avoiding and minimizing construction and operations impacts to detain and treat surface runoff and reduce water quality impacts to a less than significant level. Also, both Alternative D and the project would consider the Upper Santa Margarita Watershed Integrated Regional Water Management Plan (IRWMP) goals and objectives to avoid conflict with the Plan's implementation.

Therefore, Alternative D would be neither environmentally superior nor inferior to the proposed project, given that both Alternative D and the project involve similar hydrology and water quality impacts and associated mitigation measures.



Land Use and Planning

As with the project, Alternative D would not physically divide an established community. Neither Alternative D or the project would introduce any roadways or infrastructure that would bisect or transect the existing neighborhoods. Under Alternative D, the project area could continue to be developed consistent with the existing General Plan and zoning designations. This alternative would not require a General Plan Amendment or a zone change concerning the General Plan designation and Foundation Component changes, but would still require a General Plan Amendment for Circulation Element amendments.

Therefore, Alternative D would be neither environmentally superior nor inferior to the proposed project concerning land use and planning, given no division of communities or conflict with policies to avoid an environmental effect would occur.

Mineral Resources

The development footprint for Alternative D would be approximately two percent smaller than the project. Neither Alternative D or the project would result in the loss of availability of a known mineral resource of regional or statewide significance, given the absence of known or inferred significant mineral resources. Neither Alternative D or the project would result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Therefore, Alternative D would be neither environmentally superior nor inferior to the proposed project concerning mineral resources, given no impact would occur under either the project or Alternative D.

Noise

During construction, construction noise and vibration levels under Alternative D would be approximately the same as those associated with the project implementation. The types of equipment and the daily equipment use is anticipated to be similar under both Alternative D and the project. Future development would comply with Riverside County's noise standards, Ordinance No. 847, and General Plan Policies N 12.1 through 12.4 to further reduce construction noise. Therefore, construction-related noise impacts would be the same under Alternative D and project implementation.

Operational noise impacts would be greater under Alternative D compared to the project because 28 percent more non-residential development and 17 percent less residential development would occur under Alternative D. Non-residential development could result in land uses such as shopping centers, industrial uses, etc., that produce more operational noise on average compared to residential uses. Mobile source noise (i.e., vehicle noise) is assumed to be approximately the same because Alternative D would result in 10,054 greater jobs but 18,464 fewer population. Operational noise sources from stationary sources (e.g., HVAC units and landscaping equipment) would be slightly greater under Alternative D as well because of the increased non-residential square footage. Thus, operational noise impacts would be greater under Alternative D compared to the project.



As with the project, Alternative D would involve development within the Airport Influence Areas of three airports. Both Alternative D and the project would be subject to compliance with the Riverside County Airport Land Use Compatibility Plan Policy Document's policies and development standards.

Therefore, Alternative D would be environmentally inferior to the proposed project concerning noise and vibration, given Alternative D's greater potential for operational noise generation compared to the project resulting from its greater non-residential development.

Population and Housing

Alternative D would result in buildout according to the existing General Plan (i.e., 17 percent fewer dwelling units and a 17 percent population decrease) compared to the proposed project; therefore, Alternative D would not induce substantial unplanned population growth. However, Alternative D would introduce 28 percent more non-residential land uses and 20 percent more jobs than the project, thus potentially inducing indirect population growth and increased housing demand through employment-generating land uses.

Therefore, Alternative D would be environmentally superior to the proposed project concerning population and housing, given Alternative D would facilitate development closer to the existing General Plan buildout projections.

Public Services

The project area currently contains agricultural, urbanized, and undeveloped lands. Alternative D and the proposed project both encourage additional development, including both residential and non-residential uses, on these lands. The increase of both infill development and new development, especially in underutilized lands, would proportionately increase the demand of public services (police, fire, schools, parks, and other public facilities) for under both Alternative D and the project. The County requires payment of planning and development service fees to support future services, which help the County to fund the provision of any necessary additions or alterations to public services. Thus, as with the project, impacts would be less than significant. However, given that public service providers base their long-term planning upon the adopted General Plan, Alternative D would result in proportionately fewer impacts concerning public services.

Therefore, Alternative D would be environmentally superior to the proposed project concerning public services, given Alternative D would facilitate development closer to the existing General Plan buildout projections.

Recreation

Fewer residences would proportionately decrease the use and need for recreational facilities, such as parks and trails. Alternative D would generate 17 percent fewer dwelling units and 17 percent smaller of a population size compared to the proposed project. Thus, Alternative D would require less construction or expansion of recreational facilities than the proposed project. Like the project, Alternative D could achieve the park requirement through the construction of



additional parks, the payment of in-lieu fees, or a combination of both. Also, neither Alternative D or the project are in a Community Service Area that provides recreational services.

Therefore, Alternative D would be environmentally superior to the proposed project concerning recreation, given Alternative D would facilitate development closer to the existing General Plan buildout projections.

Transportation

Alternative D would increase the amount of new non-residential development, allowing up to approximately 34 million SF of non-residential development (an increase of 28 percent when compared to the project), and resulting in 60,213 jobs (an increase of 20 percent compared to the project). Increased non-residential development and employment opportunities could potentially increase VMT and thus contribute to traffic congestion. VMT has not been calculated for Alternative D, but may result in more or less VMT than the project. Both Alternative D and the project would require future development to comply with all applicable Riverside County Circulation Element policies and County Ordinances, as well as the service-provider's relevant facility design standards, concerning roads, emergency access, and bicycle infrastructure. Future development under both Alternative D and the project would also be subject to compliance with Ordinance No. 659, which requires payment of the appropriate Development Impact Fees set forth in the ordinance, to account for increased maintenance costs associated with new or altered roadway maintenance resultant of future development.

Therefore, Alternative D would be environmentally inferior to the project concerning transportation, due to the incremental increase of VMT and traffic by Alternative D compared to the proposed project.

Tribal Cultural Resources

Tribal cultural resource impacts are primarily dependent upon the construction and operations footprint of each development. Under Alternative D, development would occur in accordance with existing General Plan designations and densities. Development would result in direct and indirect impacts to tribal cultural resources. Alternative D would be developed within a smaller footprint compared to the project, as described above, except that Alternative D would result in approximately 550 acres less within non-residential areas.

Alternative D would be environmentally superior to the project concerning tribal cultural resources, given Alternative D's footprint is smaller than the project.

Utilities

Alternative D would result in 28 percent more non-residential uses and nine percent fewer residential units than the proposed project. However, utilities and services impacts cannot be calculated for future development under either Alternative D or the project, given the high-level planning nature of a General Plan. However, given that utility providers base their long-term planning upon the adopted General Plan, Alternative D would result in proportionately fewer impacts concerning utilities and service systems.



Therefore, Alternative D would be environmentally superior to the proposed project concerning the utilities and services system, given less unplanned population growth and proportionately less unplanned demand on utilities and service systems would occur.

Wildfire

Alternative D would result in the same footprint as the project; thus, wildfire impacts would be the same as the project, except that proportionately less people would be exposed to potential wildfire hazards, due to the resulting nine percent population decrease by Alternative D compared to the project. As with the project, potential impacts associated with Alternative D would be less than significant.

Alternative D would be environmentally superior to the project, given proportionately fewer people would be exposed to wildfire hazards.

RELATIONSHIP TO THE PROJECT OBJECTIVES

Alternative D would meet all the project objectives, as identified above, except to a lesser degree, given that less housing variety and less density would occur.

7.4 “ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

An EIR must identify the environmentally superior alternative to the project. Based on the evaluation contained in this Program EIR, Alternative A: No Project Alternative, would be the environmentally superior alternative. Although Alternative A would not achieve most of the project’s objectives as shown in Table 7-6, Alternatives Ability to Meet Project Objectives, Alternative A is consistent with the existing County General Plan and would not change the existing policy documents that govern the project area. Given that utility providers base their long-term planning upon the adopted General Plan, Alternative A would result in proportionately fewer impacts concerning utilities and service systems than the rest of the alternatives. Alternative A would yield less of an impact or no impact on agriculture and forestry resources, biological resources, cultural resources, geology and soils, population and housing, public services, recreation, and utilities and services systems. Therefore, Alternative A is the environmentally superior alternative.

According to CEQA Guidelines Section 15126.6(e), “if the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, Alternative B: No Highway-79 Policy Area Alternative and Alternative C: No Highway-79 Policy Area Alternative Outside Winchester Policy Area, are identified as the environmentally superior alternatives. Both Alternatives would similarly reduce the project’s impacts related to aesthetics/light and glare, agriculture and forestry resources, air quality, energy, geology and soils, GHG emissions, noise, population and housing, public services, recreation, transportation, utilities and services systems, and wildfire. Alternatives B and C would meet all the project objectives, except to a lesser degree, given that less housing variety and less density would occur.



Table 7-5: Summary of Proposed Project and Alternative Impacts

Topic	Alternative A	Alternative B	Alternative C	Alternative D
Aesthetics/Light and Glare	▲	▼	▼	▲
Agriculture and Forestry Resources*	▼	▼	▼	▼
Air Quality*	=	▼	▼	=
Biological Resources	=	=	=	▼
Cultural Resources	=	=	=	▼
Energy	=	▼	▼	=
Geology and Soils	=	▼	▼	▼
Greenhouse Gas Emissions*	=	▼	▼	=
Hazards and Hazardous Materials	=	=	=	▲
Hydrology and Water Quality*	=	=	=	=
Land Use and Planning	▼	=	=	=
Mineral Resources	=	=	=	=
Noise*	=	▼	▼	▲
Population and Housing	▼	▼	▼	▼
Public Services	▼	▼	▼	▼
Recreation	▼	▼	▼	▼
Transportation*	▲	▼	▼	▲
Tribal Cultural Resources	=	=	=	▼
Utilities and Services Systems	▼	▼	▼	▼
Wildfire	=	▼	▼	▼

▲ Indicates an impact that is greater than the proposed project (environmentally inferior).
 ▼ Indicates an impact that is less than the proposed project (environmentally superior).
 = Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).
 * Indicates a significant and unavoidable impact.

**Table 7-6: Alternatives Ability to Meet Project Objectives**

Would the Alternative	Alternative A	Alternative B	Alternative C	Alternative D
Provide greater housing variety and density, more affordable housing, life-cycle housing (e.g., starter homes for larger families to senior housing), workforce housing, veterans housing, etc.)	No	Yes	Yes	Yes
Reduce distances between housing, workplaces, commercial uses, and other amenities and destinations	No	Yes	Yes	Yes
Provide better access to fresh, healthy foods (as food and retail and farmers markets can be accessed on foot or through bike or transit)	No	Yes	Yes	Yes
Promote more compact development and land use synergy (e.g., residents provide patrons for commercial uses, which provide amenities for residents)	No	Yes	Yes	Yes
Encourage stronger neighborhood character, sense of place and enhance the overall quality of development for the community	No	Yes	Yes	Yes
Create a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments with increased accessibility via transit, resulting in reduced transportation costs	No	Yes	Yes	Yes
Encourage the assembly of small parcels into larger project areas that can be developed for mixed-uses without requiring general plan amendments, to help revitalize the area, encourage new balanced economic development, and provide for new local infrastructure improvements	No	Yes	Yes	Yes
Encourage commercial development near intersections and clustered, as opposed to strip or piecemeal development spread along the Grand Avenue corridor	Yes	Yes	Yes	Yes
Promote higher density housing to achieve the 6th Cycle Regional Housing Needs Assessment housing goals	No	Yes	Yes	Yes
Fulfill a portion of the County's 6th Cycle Regional Housing Needs Assessment housing goals by increasing the residential development potential in the project area by 12,329 dwelling units through redesignating land uses and removing the Highway 79 Policy Area's requirement for a 9% reduction for residential development	Yes ¹	Yes ¹	Yes ¹	Yes ¹
Promote better job/housing balance	No	Yes	Yes	Yes
Promote more intense commercial/industrial areas to support the increased residential densities	Yes	Yes	Yes	Yes

1. Although the project alternatives would not allow for the development of 12,329 dwelling units, all project alternatives would allow for residential development. Thus, all alternatives would fulfill a portion of the County's 6th Cycle Regional Housing Needs Assessment.



8.0 PREPARERS AND CONTRIBUTORS

8.1 LEAD AGENCY

County of Riverside
4080 Lemon Street, 12th Floor
Riverside, California 92501

John Hildebrand, Planning Director
Paul Swancott, Contract Planner

8.2 PREPARERS OF THE ENVIRONMENTAL IMPACT REPORT

Michael Baker International
40810 County Center Drive, Suite 200
Temecula, California 92591

Peter Minegar, AICP, Project Director
Alicia Gonzalez, Project Manager
Tamara Harrison, Senior Environmental Planner
Renee Gleason, Senior Environmental Planner
Jon Braginton, Associate Environmental Planner
David Christie, AICP, Associate Environmental Planner
Nelly Moreno, Assistant Environmental Planner
Jim McPherson, Senior GIS Analyst
Hilary Ellis, Word Processing

TECHNICAL CONSULTANTS

Air Quality, Energy, Greenhouse Gas, Noise, and SB 743 Analyses

Kimley-Horn and Associates, Inc.
1100 Town and Country Rd Suite 700
Orange, CA 92868



This page intentionally left blank



9.0 REFERENCES

CAL FIRE/Riverside County, Unit Strategic Fire Plan, 2020.

California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, August 2010.

California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017

California Air Resources Board, Climate Change Scoping Plan, December 2008.

California Air Resources Board, EMFAC2017.

California Department of Conservation, Earthquake Zones of Required Investigation, <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed October 27, 2021.

California Department of Conservation, Geologic Hazard Maps: Alquist-Priolo Fault Zones, <https://maps.conservation.ca.gov/geologic hazards/>, accessed October 27, 2021.

California Department of Finance, Table E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark, <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>, accessed November 2021.

California Department of Tax and Fee Administration, Net Taxable Gasoline Gallons, <https://www.cdfta.ca.gov/taxes-and-fees/spftrpts.htm>, accessed June 15, 2021.

California Department of Transportation, Archaeological Survey Report for the Interstate 10/Avenue 50 Interchange Project City of Coachella, Riverside County, California, Section 4.2, Ethnography, 2016.

California Department of Transportation, California State Scenic Highway System Map, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed October 27, 2021.

California Energy Commission, Electricity Consumption by County, <http://ecdms.energy.ca.gov/elecbycounty.aspx>, accessed June 15, 2021.

California Energy Commission, Gas Consumption by County, <http://www.ecdms.energy.ca.gov/gasbycounty.aspx>, accessed June 15, 2021.

California Energy Commission, Gas Consumption by Entity, <http://www.ecdms.energy.ca.gov/gasbyutil.aspx>, accessed June 15, 2021.



9.0 References

- California Geological Survey, Geologic Hazards Data and Maps Data Viewer, <https://maps.conservation.ca.gov/geologic Hazards/>, accessed April 2, 2021.
- California Greenhouse Gas Emissions for 2000 to 2018, California Air Resources Board 2020 Edition.
- City of Coachella, Coachella General Plan Update, Section 4.15, Public Services, 2015.
- California Legislative Information, [Law section \(ca.gov\)](http://leginfo.ca.gov/), accessed January 7, 2022.
- County of Riverside County Code, Covering Ordinances through August 24, 2021. (Supp. No. 77).
- County of Riverside, Riverside County Map My County, https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public, accessed April 2021.
- County of Riverside, Climate Action Plan Update, November 2019.
- County of Riverside, County of Riverside General Plan Update Environmental Impact Report, December 8, 2015.
- County of Riverside, County of Riverside General Plan, December 8, 2015.
- Department of Toxic Substances and Control (DTSC), Envirostor, <http://www.envirostor.dtsc.ca.gov/public/>, accessed October 29, 2021.
- Department of Water Resources, California Groundwater Bulletin 118: San Jacinto Groundwater Basin, January 20, 2006.
- Department of Water Resources, California Groundwater Bulletin 118: Temecula Valley Groundwater Basin, April 27, 2004.
- Department of Water Resources, SGMA Basin Prioritization Dashboard, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed November 19, 2021.
- Dudek, Draft Initial Study/Environmental Assessment for the Hemet Retail Center Project, May 2021.
- Eastern Municipal Water District, 2020 Urban Water Management Plan, July 1, 2021.
- Eastern Municipal Water District, Sustainable Groundwater Management Act, <https://www.emwd.org/post/sustainable-groundwater-management-act>, accessed November 19, 2021.
- Eastern Municipal Water District, Water Supply, <https://www.emwd.org/water-supply>, accessed November 19, 2021.
- Environmental Protection Agency Website, Vocabulary Catalog, Drinking Water Technical & Legal Terms, https://ofmpub.epa.gov/sor_internet/registry/termreg/searchandretrieve/glossariesandkey

9.0 References



- [wordlists/search.do?details=&glossaryName=Drink%20Water%20Tech/Legal%202009#formTop](#), accessed August 25, 2020.
- ESA, Eastern Municipal Water District San Jacinto Valley Water Banking – Enhanced Recharge and Recovery Program Draft EIR, April 2018.
- Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), 2006.
- Federal Motor Carrier Safety Administration (FMCSA), National Hazardous Materials Route Registry by State map, <https://www.fmcsa.dot.gov/regulations/hazardous-materials/national-hazardous-materials-route-registry-state>, accessed November 23, 2021.
- Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.
- Google Earth Imagery 2021.
- GC § 6254.10 California Legislative Information, Law section (ca.gov), accessed January 7, 2022.
- Historic Aerials by NETR Online, <https://www.historicaerials.com/viewer>, accessed April 2021.
- Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2018, United States Environmental Protection Agency, EPA 430-R-20-002.
- Kimley-Horn and Associates, Draft SB 743 Analysis, December 2020.
- King & Gardiner Farms, LLC v. Cnty. of Kern, 45 Cal.App.5th 814, 875 (Cal. Ct. App. 2020)
- Legal Information Institute, [36 CFR § 800.16 - Definitions. | CFR | US Law | LII / Legal Information Institute \(cornell.edu\)](#), accessed January 7, 2022.
- Legal Information Institute, [36 CFR § 60.2 - Effects of listing under Federal law. | CFR | US Law | LII / Legal Information Institute \(cornell.edu\)](#), accessed January 7, 2022.
- Matthew Fagan Consulting Services, Inc., 2020 Draft Environmental Impact Report, State Clearinghouse Number 2018101010 for Change of Zone No. 1800007 (CZ1800007), Plot Plan No. 180024 (PPT180024), Tentative Tract Map No. 37439 (TTM37439), May 2021.
- PRC § 5020.01
- Rancho California Water District, Integrated Regional Water Management (IRWM) Planning Region, <https://www.ranchowater.com/255/Integrated-Regional-Water-Management-IRW>, accessed November 19, 2021.
- Riverside Conservation Authority, Western Riverside County Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan, June 2003.
- Riverside County Airport Land Use Compatibility Plan, Table 2A, Basic Compatibility Criteria.

9.0 References



- Riverside County FCWCD, Area Drainage Plan Fees, <https://rcflood.org/I-Want-To/Learn-About/Area-Drainage-Plan-Fees>, accessed November 21, 2021.
- Riverside County FCWCD, Facilities and Properties Online Map, <https://content.rcflood.org/webmaps/rcfc/>, accessed November 19, 2021.
- Riverside County Information Technology GIS, Riverside County Map My County, https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public, accessed June 9, 2021.
- Riverside County Office of Economic Development, County Service Areas, <https://rivcoed.org/csa>, accessed June 9, 2021.
- Riverside County, County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, 2018.
- Riverside County, Riverside County Fire Department Strategic Plan 2009-2029, 2009.
- SCAG, Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, adopted on September 3, 2020.
- San Diego RWQCB, Water Quality Control Plan for the San Diego Basin, 1994.
- Santa Ana RWQCB, Water Quality Control Plan for the Santa Ana River Basin, February 2016.
- South Coast Air Quality Management District, Air Quality Management Plan, 2016.
- South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
- South Coast Air Quality Management District, MATES IV Estimated Risk, <https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f>, accessed June 11, 2021.
- Southern California Association of Governments, 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), September 3, 2020.
- Southern California Association of Governments, Current Context Demographics and Growth Forecast, September 3, 2020.
- Southern California Association of Governments, SCAG 6th Cycle Final RHNA Allocation Plan, July 11, 2021.
- Southern California Edison, 2019 Power Content Label, https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf, accessed June 15, 2021.
- Southern California Edison, By the Numbers: Who We Serve, <https://www.sce.com/about-us>, accessed November 17, 2021.

9.0 References



State of California, Employment Development Department Labor Market Information Division, Monthly Labor Force Data for Cities and Census Designated Places (CDP) April 2021 – Preliminary May 21, 2021, <https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>, accessed June 2021.

State Water Resources Control Board, Geotracker, <http://geotracker.waterboards.ca.gov/>, accessed October 29, 2021.

State Water Resources Control Board, Performance Report, https://www.waterboards.ca.gov/about_us/performance_report_1516/cleanup/41112_tanks_petro_active_rem.shtml, accessed May 2021.

SWRCB 2021, Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report) Map, https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml, accessed May 2021.

TriData LLC, RCFD Operational, Standards of Cover, and Contract Fee Analysis, 2016.

U.S. Census Bureau, 2019: ACS 1-Year Estimates Subject Tables – Commuting Characteristics by Sex, Table ID S0801, <https://data.census.gov/cedsci/table?q=riverside%20county%20commute%20data&tid=ACSSST1Y2019.S0801>, accessed June 2021.

U.S. Energy Information Administration, California Energy Consumption Estimates, 2019, <https://www.eia.gov/state/?sid=CA#tabs-1>, accessed June 15, 2021.

U.S. Environmental Protection Agency, Nonattainment Areas for Criteria Pollutants (Green Book), 2020.

U.S. Environmental Protection Agency Website, Vocabulary Catalog, Drinking Water Technical & Legal Terms, https://ofmpub.epa.gov/sor_internet/registry/termreg/searchandretrieve/glossariesandkeywordlists/search.do?details=&glossaryName=Drink%20Water%20Tech/Legal%202009#formTop, accessed August 25, 2020.

Winchester Historical Society of Pleasant Valley. 2020 The Patterson House. <http://winchestercahistory.homestead.com/museum.html>, April 2021.

36 C.F.R § 60.2[b1]



This page intentionally left blank

MITIGATION MONITORING AND REPORTING PROGRAM

Project: Winchester Community Plan Project (GPA No. 1207)

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
Aesthetics			
<p>AES-1 Construction equipment staging areas shall be screened (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be approved by the County of Riverside Planning Department and indicated on Final Grading and Building Plans.</p>	<ul style="list-style-type: none"> • Prior to approval of final grading and building plans • Implemented during construction 	<ul style="list-style-type: none"> • County of Riverside (prior to construction) • Project Applicant and Construction Contractor (during construction) 	
Air Quality			
<p>AQ-1 To identify potential long-term operational-related air quality impacts from projects subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects), project-specific construction and operational air emissions impacts shall be determined in compliance with the latest version of the SCAQMD CEQA Guidelines. The results of the air emissions analyses shall be included in the development project's CEQA documentation. If such analyses identify potentially significant air quality impacts, the County shall require the incorporation of appropriate mitigation to reduce such impacts as required by CEQA and General Plan Policy AQ 4.7.</p>	<ul style="list-style-type: none"> • During CEQA review 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant 	
<p>AQ-2 The County of Riverside shall require applicants of future developments within the project area to implement the following applicable Rule 403 measures (or the latest applicable measures if amended by SCAQMD):</p> <ul style="list-style-type: none"> • Apply nontoxic chemical soil stabilizers according to manufacturer specifications to all inactive construction areas (previously graded areas inactive for 10 days or more). 	<ul style="list-style-type: none"> • During construction 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<ul style="list-style-type: none"> • Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.) • All trucks hauling dirt, sand, soil, or other loose materials are to be covered, or should maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer). • Pave construction access roads at least 100 feet onto the site from main road. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. 			
<p>AQ-3 The County of Riverside shall require applicants of future developments within the project area to implement the following additional SCAQMD CEQA Air Quality Handbook dust measures (or the latest applicable measures if amended by SCAQMD):</p> <ul style="list-style-type: none"> • Revegetate disturbed areas as quickly as possible. • All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph. • All streets shall be swept once a day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water). 	<ul style="list-style-type: none"> • During construction 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant • Construction Contractor 	
<p>AQ-4 The County of Riverside shall require applicants of future developments within the project area to implement the following mitigation measures for construction equipment and vehicles exhaust emissions:</p> <ul style="list-style-type: none"> • The construction contractor shall select the construction equipment used onsite based on low emission factors and high energy efficiency. • The construction contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer specifications. 	<ul style="list-style-type: none"> • During construction 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant • Construction Contractor 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<ul style="list-style-type: none"> • The construction contractor shall utilize electric- or diesel-powered equipment, in lieu of gasoline-powered engines, where feasible. • The construction contractor shall ensure that construction grading plans include a statement that work crews will shut off equipment when not in use. • During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time. • The construction contractor shall time the construction activities so as to not interfere with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to existing roadways. • The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew. • Dust generated by the development activities shall be retained on-site and kept to a minimum by following the dust control measures listed below. <ul style="list-style-type: none"> a) During clearing, grading, earthmoving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease. b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the late morning, after work is completed for the day and whenever wind exceeds 15 miles per hour. c) Immediately after clearing, grading, earthmoving, or excavation is completed, the entire area of disturbed soil 			

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<p>shall be treated until the area is paved or otherwise developed so that dust generation will not occur.</p> <p>d) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.</p> <p>e) Trucks transporting soil, sand, cut or fill materials and/or construction debris to or from the site shall be tarped from the point of origin.</p>			
<p>AQ-5 The County of Riverside shall verify that the construction contractor of any development occurring within the project area waters all disturbed areas and stock piles at least three times per day or applies soil stabilizers as necessary to prevent visible dust plumes from these areas. Stock piles not in use may be covered with a tarp to eliminate the need for watering or other stabilizers.</p>	<ul style="list-style-type: none"> • During Construction 	<ul style="list-style-type: none"> • County of Riverside • Project applicant • Construction Contractor 	
<p>AQ-6 Prior to construction, the County of Riverside shall verify that individual development specifications require all construction equipment have EPA-rated engines of Tier 3 or better. The equipment design specifications data sheets shall be submitted to the County for verification, and shall be kept onsite by the project contractor during construction activities.</p>	<ul style="list-style-type: none"> • Prior to construction • During construction 	<ul style="list-style-type: none"> • County of Riverside • Project applicant • Construction Contractor 	
<p>AQ-7 As soon as electric utilities are available at construction sites, the construction site shall be supplied with electricity from the local utility and all equipment that can be electrically operated shall use the electric utility rather than portable generators.</p>	<ul style="list-style-type: none"> • As soon as electric utilities are available at construction sites 	<ul style="list-style-type: none"> • County of Riverside • Project applicant • Construction Contractor 	
<p>AQ-8 The County of Riverside shall require minimum distances between potentially incompatible land uses, as described below, unless a project-specific evaluation of human health risks defines, quantifies, and reduces the potential incremental health risks through site design or the implementation of additional reduction measures to levels below applicable standards (e.g., standards recommended or required by CARB and/or SCAQMD).</p>	<ul style="list-style-type: none"> • Prior to issuance of grading/building permits 	<ul style="list-style-type: none"> • County of Riverside 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<p>Requirements under SCAQMD Jurisdiction (or the latest applicable standard if amended by SCAQMD):</p> <ul style="list-style-type: none"> a) Proposed dry cleaners and film processing services that use perchloroethylene must be sited at least 500 feet from existing sensitive land uses including residential, schools, daycare facilities, congregate care facilities, hospitals or other places of long-term residency for people. b) Proposed auto body repair services shall be sited at least 500 feet from existing sensitive land uses. c) Proposed gasoline dispensing stations with an annual throughput of less than 3.6 million gallons shall be sited at least 50 feet from existing sensitive land uses. Proposed gasoline dispensing stations with an annual throughput at or above 3.6 million gallons shall be sited at least 300 feet from existing sensitive land uses. d) Other proposed sources of TACs including furniture manufacturing and repair services that use methylene chloride or other solvents identified as a TAC shall be sited at least 300 feet from existing sensitive land uses. e) Avoid siting distribution centers that accommodate more than 100 truck trips per day (or more than 40 truck trips operating transport refrigeration units per day, or where transportation refrigeration units operate more than 300 hours per week) within 1,000 feet of existing sensitive land uses. f) Proposed sensitive land uses shall be sited at least 500 feet from existing freeways, major urban roadways with 100,000 vehicles per day or more and major rural roadways with 50,000 vehicles per day or more. g) Proposed sensitive land uses shall be sited at least 500 feet from existing dry cleaners and film processing services that use perchloroethylene. h) Proposed sensitive land uses shall be sited at least 500 feet from existing auto body repair services. 			

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
i) Proposed sensitive land uses shall be sited at least 50 feet from existing gasoline dispensing stations with an annual throughput of less than 3.6 million gallons and 300 feet from existing gasoline dispensing stations with an annual throughput at or above 3.6 million gallons. j) Proposed sensitive land uses shall be sited at least 300 feet from existing land uses that use methylene chloride or other solvents identified as a TAC. k) Proposed sensitive land uses shall be sited at least 1,000 feet from existing distribution centers that accommodate more than 100 trucks per day, accommodate more than 40 trucks per day with transportation refrigeration units, or where transportation refrigeration units operate more than 300 hours per week.			
AQ-9 In the event a potential odor source is proposed near an existing sensitive receptor, the County of Riverside shall verify that project plans maintain an adequate buffer between potential new odor sources and receptors such that emitted odors are dissipated before reaching the receptors (minimum of 500 feet depending on odor source). As indicated by the Right-to-Farm ordinance, agricultural uses that have been operated for more than three years cannot be reclassified as a public or private nuisance by new development.	<ul style="list-style-type: none"> • Prior to issuance of grading/building permits 	<ul style="list-style-type: none"> • County of Riverside 	
Biological Resources			
BIO-1 Projects subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects), and with the potential to reduce or eliminate habitat for native plant and wildlife species or sensitive habitats, as determined by the County of Riverside, shall provide a Biological Resources Assessment prepared by a County-approved qualified biologist for review and approval by the Planning Department. The assessment shall include biological field survey(s) of the project site to characterize the extent and quality of habitat that would be impacted by development. Surveys shall be conducted by	<ul style="list-style-type: none"> • During CEQA review 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant • Qualified Biologist 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<p>qualified biologists and/or botanists in accordance with California Department of Fish and Wildlife and/or United States Fish and Wildlife Services survey protocols for target species, unless the project is located within the Western Riverside County Multiple Species Habitat Conservation Plan, in which the surveys will follow applicable Riverside Conservation Authority procedures. If no sensitive species are observed during the field survey and the regulatory agencies agree with those findings, then no further mitigation will be required. If sensitive species or habitats are documented on the project site, the project applicant shall comply with the applicable requirements of the regulatory agencies and shall apply mitigation determined through the agency permitting process.</p>			
<p>BIO-2 Proposed project activities shall avoid the bird breeding season (typically January through July for raptors and February through August for other avian species), if feasible. If breeding season avoidance is not feasible, a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or adjacent to the area proposed project site. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest; for raptor species, this buffer shall be 500 feet. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, nesting bird surveys shall be performed twice per week during the three weeks prior to the scheduled project activities.</p> <p>In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist or overriding agencies) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has</p>	<ul style="list-style-type: none"> • During avian nesting season: surveys conducted twice per week for 3 weeks prior to construction • Outside of nesting season: surveys within 24 hours of construction 	<ul style="list-style-type: none"> • Project Applicant • Qualified Biologist 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<p>determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).</p> <p>Nesting bird surveys are typically not required for construction activities occurring September through December; however, hummingbirds (Family Trochilidae), for example, are known to nest year-round; therefore, a pre-construction nesting bird survey for activities outside of the breeding season shall be conducted within 24 hours of construction to ensure full compliance with the regulations.</p>			
<p>BIO-3 Should a wildlife nursery site or native resident or migratory wildlife corridor be uncovered through a biological resources assessment (BRA), then a consultation with a Riverside County Ecological Resources Specialist (ERS) shall occur. The ERS shall make a determination if the site is essential for the long-term viability of the species. If such a determination is made, then the ERS shall work with the project applicant to avoid the effects of development on the resource in question and condition the land use case accordingly. Should significant impacts to a nursery site or corridor not be avoidable, the applicant shall be required to ensure the preservation of comparable nursery or corridor habitat off-site.</p>	<ul style="list-style-type: none"> • Prior to issuance of grading/construction permits 	<ul style="list-style-type: none"> • Project Applicant • Riverside County Ecological Resources Specialist 	
<p>BIO-4 In the event a Biological Resources Assessment (BRA) determines a project site has the potential to support burrowing owl, a focused burrowing owl survey shall be conducted no more than 30 days prior to ground disturbance within the project site and a 500-foot survey area surrounding the project site, pursuant to the requirements of the 2012 CDFG Staff Report on Burrowing Owl Mitigation. The focused burrowing owl survey shall occur prior to the issuance of the first grading or building permits. After completion of appropriate surveys, a final report shall be submitted to the Riverside County Planning Department and the California Department of Fish and Wildlife (CDFW) within 14 days following completion. The report shall</p>	<ul style="list-style-type: none"> • No more than 30 days prior to ground disturbance • Prior to issuance of the first grading or building permits • Final report to be submitting within 14 days after survey completion 	<ul style="list-style-type: none"> • Project Applicant • Riverside County Planning Department • CA Department of Fish and Wildlife • Qualified Biologist 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
detail survey methods, transect width, duration, conditions, results of the survey, and any actions required to avoid impacts to burrowing owl.			
Cultural Resources			
<p>CUL-1 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, 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.</p> <p>Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.</p> <p>* 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. Tribal Cultural Resources are also considered cultural resources.</p> <p>** If not already employed by the project developer, a County approved archaeologist and a Native American Monitor from the consulting tribe(s) shall be employed by the project developer to assess the significance of the cultural resource, attend the</p>	<ul style="list-style-type: none"> • During ground disturbing activities 	<ul style="list-style-type: none"> • Project Applicant • Construction Contractor • County Archaeologist • If applicable: Native American Monitor 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
meeting described above, and continue monitoring of all future site grading activities as necessary.			
<p>CUL-2 If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.</p> <p>Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the “Most Likely Descendant”. The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.</p>	<ul style="list-style-type: none"> • During construction 	<ul style="list-style-type: none"> • Project applicant • Construction Contractor • Riverside County Coroner 	
Greenhouse Gas Emissions			
<p>GHG-1 To ensure GHG emissions resulting from new development are reduced to levels necessary to meet California State targets, the County of Riverside shall require all new discretionary development to comply with the Implementation Measures of the Riverside County Climate Action Plan.</p>	<ul style="list-style-type: none"> • Prior to issuance of grading/construction permits 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant 	
<p>GHG-2 In lieu of a project-specific GHG analysis, a future discretionary project pursuant to the Riverside County General Plan shall incorporate into the project design, operational features and/or Implementing Measures from the County Climate Action Plan, in such a manner as to garnish at least 100 points or the appropriate CAP metric at the time of CEQA</p>	<ul style="list-style-type: none"> • Prior to issuance of grading/construction permits 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
review. The point values within the CAP's Screening Tables constitute GHG emission reductions.			
Hazards and Hazardous Materials			
<p>HAZ-1 Prior to issuance of any grading or building permit (whichever occurs first) for a project subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects) on a site identified on any list of hazardous materials compiled pursuant to Government Code Section 65962.5, a formal Phase I Environmental Site Assessment (ESA) shall be prepared in accordance with ASTM Standard Practice E 1527-05 or the Standards and Practices for All Appropriate Inquiry (AAI). The Phase I ESA shall identify specific Recognized Environmental Conditions (RECs), which may require further sampling/remedial activities by a qualified Hazardous Materials Specialist with Phase II/site characterization experience prior to demolition, and/or construction. The Hazardous Materials Specialist shall identify proper remedial activities appropriate to the hazardous material(s) found (e.g., removal and disposal; bio-remediation; pump and treat; soil vapor extraction, and in situ oxidation), as necessary.</p>	<ul style="list-style-type: none"> • Prior to issuance of grading/building permits • During CEQA review 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant • Qualified Hazardous Materials Specialist 	
<p>HAZ-2 Phase II testing shall be performed for any structure suspected of containing lead or asbestos prior to demolition activities. Removal of lead paints and Asbestos Containing Materials (ACMs) must be completed in accordance with an approved Health and Safety Plan prepared by a qualified Lead and ACMs Specialist. Disposal of lead paints and asbestos containing materials must be done at an approved disposal facility.</p>	<ul style="list-style-type: none"> • Prior to Demolition Activities 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant • Qualified lead and ACMs specialist 	
Noise and Vibration			
<p>NOI-1 For projects that are subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), project applicants shall ensure through contract specifications that construction best management practices (BMPs) will be</p>	<ul style="list-style-type: none"> • Prior to issuance of grading/building permit • BMPs implemented during construction 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<p>implemented by all project contractors to reduce construction noise levels. Contract specifications shall be included in construction documents, which shall be reviewed and approved by the County Development Services Department prior to issuance of a grading or building permit (whichever is issued first). BMPs to reduce construction noise levels may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Ensure that construction equipment is properly muffled according to industry standards and is in good working condition. • Place noise-generating construction equipment and construction staging areas away from sensitive uses. • Implement noise attenuation measures, as needed, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Use electric air compressors and similar power tools rather than diesel equipment, where feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding owners and residents to contact the job superintendent. 		<ul style="list-style-type: none"> • Construction Contractor 	
<p>NOI-2 Projects that are subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects) with construction activities within 25 feet of an occupied sensitive use (i.e., historical buildings, residential, senior care facilities, hospitals, and schools/day care centers) shall be required to prepare a project-specific vibration impact analysis to evaluate potential construction vibration impacts associated with the project, and to determine any specific vibration control mechanisms that shall be incorporated into the project's</p>	<ul style="list-style-type: none"> • Prior to issuance of grading permit 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant • Construction Contractor 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<p>construction bid documents to reduce such impacts. Contract specifications shall be included in construction documents, which shall be reviewed and approved by the County prior to issuance of a grading permit.</p>			
<p>NOI-3 Projects that are subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects) within 100 feet of a historic structure(s) shall implement the following measures to reduce the potential for architectural/structural damage resulting from elevated groundborne noise and vibration levels:</p> <ul style="list-style-type: none"> • Pile driving within 50 feet of any historic structure(s) shall utilize alternative installation methods, such as pile cushioning, jetting, predrilling, cast-in-place systems, and resonance-free vibratory pile drivers. • As accessible, a preconstruction survey of all eligible for listing or listed historic buildings under the National Register of Historic Places, California Register of Historic Resources, and/or local historic database(s) within 50 feet of proposed construction activities shall be conducted. Fixtures and finishes within 50 feet of construction activities susceptible to damage shall be documented photographically and in writing. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating any damage caused by construction activities. Construction vibration monitoring shall be conducted at the edges of these historic properties and construction activities shall be reduced, as needed, to ensure no damage occurs. • Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structure(s). Contractors shall limit construction vibration levels during pile driving and impact activities in the vicinity of the historic structure(s) in accordance with the California Department of Transportation (Caltrans) 	<ul style="list-style-type: none"> • Monitoring and surveys prior to construction/pile driving operations • Restrictions and monitoring implemented during pile driving operations 	<ul style="list-style-type: none"> • County of Riverside • Project Applicant • Construction Contractor 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
Transportation and Construction Vibration Guidance Manual, dated September 2013.			
Transportation			
<p>TRA-1 Prior to commencement of residential development within the Winchester PA and Highway 79 PA, the County shall undertake a nexus study and adopt an ordinance creating a Vehicle Miles Travelled (VMT) Mitigation Fee for the Community Plan Area. The VMT Mitigation Fee shall consist of a flat fee applied to any new development within the abovementioned areas and shall fund the development of a Transit Station and Park and Ride facility in the Downtown Core. The ordinance and resulting Mitigation Fee shall be established prior to the issuance of building permits for any residential development in the Winchester and Highway 79 Policy Areas.</p>	<ul style="list-style-type: none"> • Prior to issuance of residential building permits 	<ul style="list-style-type: none"> • County of Riverside 	
<p>TRA-2 Construction Transportation Plan: The contractor shall prepare a detailed Construction Transportation Plan (CTP) for the purpose of minimizing the impact of construction and construction traffic on adjoining and nearby roadways in close consultation with the County. The County shall review and approve the CTP before the contractor commences any construction activities. This plan shall address, in detail, the activities to be carried out in each construction phase, with the requirement of maintaining traffic flow during peak travel periods. Such activities include, but are not limited to, the routing and scheduling of materials deliveries, materials staging and storage areas, construction employee arrival and departure schedules, employee parking locations, and temporary road closures, if any. The CTP shall provide traffic controls pursuant to the California Manual on Uniform Traffic Control Devices sections on temporary traffic controls (Caltrans 2012) and shall include a traffic control plan that includes, at a minimum, the following elements:</p>	<ul style="list-style-type: none"> • Prior to construction activities • During construction 	<ul style="list-style-type: none"> • Construction Contractor • County of Riverside 	

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<ul style="list-style-type: none"> • Temporary signage to alert motorists, cyclists, and pedestrians to the construction zone. • Flag persons or other methods of traffic control. • Traffic speed limitations in the construction zone. • Temporary road closures and provisions for alternative access during the closure. • Detour provisions for temporary road closures—alternating one-way traffic would be considered as an alternative to temporary closures where practicable and where it would result in better traffic flow than would a detour. • Identified routes for construction traffic. • Provisions for safe pedestrian and bicycle passage or convenient detour. • Provisions to minimize access disruption to residents, businesses, customers, delivery vehicles, and buses to the extent practicable—where road closures are required during construction, limit to the hours that are least disruptive to access for the adjacent land uses. • Provisions for 24-hour access by emergency vehicles. • Safe vehicular, bicycle, and pedestrian access to local businesses and residences during construction. The plan shall provide for scheduled transit access where construction would otherwise impede such access. Where an existing bus stop is within the work zone, the design-builder shall provide a temporary bus stop at a safe and convenient location away from where construction is occurring in close coordination with the Riverside Transit Agency. • Advance notification to the local school district(s) of construction activities and rigorously maintained traffic control at all school bus loading zones, to provide for the safety of schoolchildren. Review existing or planned Safe Routes to Schools with school districts and emergency responders to incorporate roadway modifications that 			

MITIGATION MEASURE	VERIFICATION/TIMING	RESPONSIBLE PARTY	VERIFICATION OF COMPLIANCE
<p>maintain existing traffic patterns and fulfill response route and access needs during project construction operations.</p> <ul style="list-style-type: none"> • Identification and assessment of the potential safety risks of project construction to children, especially in areas where a project is located near homes, schools, daycare centers, and parks. • Promotion of child safety within and near a project area. For example, crossing guards could be provided in areas where construction activities are located near schools, daycare centers, and parks. • CTPs would consider and account for the potential for overlapping construction projects. 			

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.

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)

C 2.2 Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)

C 2.3 Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements. (AI 3)

C 2.4 The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.

C 2.5 The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.

C 2.6 ~~Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto, and Banning. The County of Riverside shall require that all new~~



To achieve the true intent of community center design, Level of Service designations are typically lower (LOS E) to minimize the impacts of accommodating uncongested roadways and to maximize pedestrian use. Higher level of service designations (LOS A, B, C) require wider road widths, and as a result, would create circulation systems that are more accommodating to automobiles than pedestrians.

~~development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation infrastructure.~~

The County of Riverside will within the Winchester Policy Area (WPA), of the Harvest Valley/Winchester Area Plan (HVWAP), accelerate the construction of VMT reducing infrastructure that will include but, not be limited to; a multi-modal transit center, park-and-ride facilities, and/or implement SCAG SB-375 Measures, Travel Demand Measures, VMT Bank/Exchange, and other VMT reducing measures as applicable. The County shall require that all new development projects within the HVWAP, reduce its VMT through project design, implementation of infrastructure improvements, and/or contribute to measures identified above.

C 2.7 ~~Maintain a program to reduce overall trip generation in the Highway 79 Policy Area (Figure C-2) by creating a trip cap on residential development within this policy area which would result in a net reduction in overall trip generation of 70,000 vehicle trip per day from that which would be anticipated from the General Plan Land Use designations as currently recommended. The policy would generally require all new residential developments proposals within the Highway 79 Policy Area to reduce trip generation proportionally, and require that residential projects demonstrate adequate transportation infrastructure capacity to accommodate the added growth.~~

County of Riverside will maintain a program that would require all new residential development within the Winchester Policy Area (WPA) of the Harvest Valley/Winchester Area Plan (HVWAP) to implement required Traffic Demand Management measures. The Traffic Demand Measures where appropriate, shall include but not be limited to: bike lanes and bus turnouts/stops, throughout the HVWAP to meet future traffic demands and providing multi-model options.

C 2.8 Riverside County shall coordinate with Caltrans, RCTC and adjacent local jurisdictions in conformance with the Riverside County Congestion Management Program to determine the appropriate LOS threshold for determining significance when reviewing development proposals that directly impact nearby State Highway facilities or city streets.

System Design, Construction and Maintenance

“
Incentives and the competitive need to “raise the bar” in creating communities of excellence commonly stimulates the development community to exceed the norms of development standards.
 ”

- RCIP Vision

A well-planned, designed, constructed, and maintained street and highway system facilitates the movement of vehicles and provides safe and convenient access to surrounding developments. Riverside County’s efforts to develop a system of local, collector, and arterial roadways provide the basis for a safe and efficient transportation system.

Figure C-1 shows the future streets and highways system at build out in addition to functional classifications. The General Plan Environmental Impact Report (EIR) provides the corresponding listing of projected traffic volumes, number of travel lanes, and level of service for each street segment at buildout.

Maintenance of personal mobility, safety, convenience, and efficiency are all issues that must be considered when a system is created. Arterial roads need to be built with sufficient capacity to accommodate long-term traffic growth.

A consistent and uniform highway network that meets the needs of current and future residents can be accomplished by implementing a functional classification system for major highways, with set minimum right-of-way and design standards, and by identifying needed roadway improvements.

Functional Classifications

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

DRAFT

TABLE OF CONTENTS

VISION SUMMARY 1

INTRODUCTION..... 4

 A Special Note on Implementing the Vision 5

LOCATION..... 6

FEATURES..... 6

 SETTING 11

 UNIQUE FEATURES..... 11

 The Santa Rosa Plateau Ecological Reserve 11

 Vail Lake 12

 The Cleveland National Forest..... 12

 Lake Skinner..... 12

 The Temecula Valley Vineyards, Wineries, and Citrus Groves 12

 French Valley Airport 12

 UNIQUE COMMUNITIES 13

 Glen Oaks Hills/Valle de los Caballos 13

 The Pauba/Wolf Valley and Pechanga Indian Reservation 13

 Santa Rosa Plateau/De Luz 13

 INCORPORATED CITIES 13

 Temecula 13

 Murrieta 14

LAND USE PLAN 14

 LAND USE CONCEPT 15

POLICY AREAS 27

 POLICY AREAS..... 27

 Temecula Valley Wine Country Community Plan 27

 Temecula Valley Wine Country Policy Area..... 27

 North Skinner..... 31

 Vail Lake 32

 Santa Rosa Plateau/De Luz 33

 Walker Basin Policy Area 33

 Sections 25/36 Policy Area 34

 Keller Road South Side Policy Area 35

 Leon/Keller Road Policy Area 35

 Highway 79 Policy Area 3636

 Diamond Valley Lake Policy Area 36

 French Valley Airport Influence Area..... 3737

 Specific Plans 3838

LAND USE 4141

 LOCAL LAND USE POLICIES 4141

 Community Centers 4141

 Mount Palomar Nighttime Lighting Requirements..... 4242

 Third and Fifth Supervisorial District Design Standards and Guidelines 4242

 Agricultural Preservation 4747

Ridgeline Policies..... 4747

CIRCULATION..... 4848

 LOCAL CIRCULATION POLICIES..... 4848

 Vehicular Circulation System..... 4848

 Trails and Bikeway System..... 4949

 Scenic Highways..... 4949

 Community Environmental Transportation Acceptability Process (CETAP) Corridors..... 5050

MULTIPURPOSE OPEN SPACE..... 5050

 LOCAL OPEN SPACE POLICIES..... 5154

 Watersheds, Floodplains, and Watercourses..... 5154

 Oak Tree Preservation..... 5154

 MULTIPLE SPECIES HABITAT CONSERVATION PLAN..... 5252

 MSHCP Program Description..... 5252

 Key Biological Issues..... 5959

HAZARDS..... 6060

 LOCAL HAZARD POLICIES..... 6060

 Flooding and Dam Inundation..... 6060

 Wildland Fire Hazard..... 6164

 Seismic..... 6164

 Slope..... 6262

LIST OF FIGURES

Figure 1: Southwest Area Plan Location..... 7

Figure 2: Southwest Area Plan Physical Features..... 9

Figure 3: Southwest Area Plan Land Use Plan..... 21

Figure 4: Southwest Area Plan Overlays and Policy Areas..... 23

Figure 4B: Temecula Valley Wine Country Policy Area with Districts..... 25

Figure 5: Southwest Area Plan French Valley Airport Influence Area..... 4343

Figure 6: Southwest Area Plan Mt. Palomar Nighttime Lighting Policy Area..... 4545

Figure 7: Southwest Area Plan Circulation..... 5353

Figure 8: Southwest Area Plan Trails and Bikeway System..... 5555

Figure 9: Southwest Area Plan Scenic Highways..... 5757

Figure 10: Southwest Area Plan Flood Hazard Zone..... 6363

Figure 11: Southwest Area Plan Fire Hazard Severity Zone..... 6565

Figure 12: Southwest Area Plan Historic Wildfire Areas..... 6767

Figure 13: Southwest Area Plan Seismic Hazards..... 6969

Figure 14: Southwest Area Plan Steep Slope..... 7171

Figure 15: Southwest Area Plan Slope Instability..... 7373

LIST OF TABLES

Table 1: Land Use Designations Summary..... 16

Table 2: Statistical Summary of Southwest Area Plan..... 19

Table 3: Adopted Specific Plans in the Southwest Area Plan..... 3838

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to French Valley Airport)..... 3939

General Plan Amendments adopted since 12/31/09:

- GPA No. 1075, BOS RSLN 2011-156, 10/18/11;
- GPA No. 951, BOS RSLN 2013-224, 11/05/13;
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;
- GPA No. 1013, BOS RSLN 2014-228, 12/09/14;
- GPA No. 1113, BOS RSLN 2014-228, 12/09/14;
- GPA No. 1131, BOS RSLN 2015-023, 03/10/15;
- GPA No. 9287D1, 954, BOS RSLN 2015-214, 09/22/15;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15;
- GPA No. 1122, BOS RSLN 2016-234, 12/06/16;
- GPA No. 1202, BOS RSLN 2019-050, 04/16/19;
- GPA No. 1194, BOS RSLN 2020-161, 08/04/20;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21
- GPA No. 1107, BOS RSLN 2012-018, 01/10/12;
- GPA No. 1077, BOS RSLN 2014-040, 03/11/14;
- GPA No. 925, BOS RSLN 2014-223, 11/25/14;
- GPA No. 1014, BOS RSLN 2014-228, 12/09/14;
- GPA No. 1050, BOS RSLN 2014-228, 12/09/14;
- GPA No. 945D1, BOS RSLN 2015-113, 09/22/15;
- GPA No. 1123, BOS RSLN 2015-214, 09/22/15;
- GPA No. 998, BOS RSLN 2015-261, 12/15/15;
- GPA Nos. 1216, 1219, BOS RSLN 2017-222, 10/24/17;
- GPA No. 190002, BOS RSLN 2020-154, 07/07/20;
- GPA No. 190013, BOS RSLN 2020-189, 11/10/20

This page intentionally left blank.



Southwest Area Plan

Vision Summary

The County of Riverside General Plan and Area Plans have been shaped by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of the Southwest Area Plan as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, fast forward yourself to 2020 and here is what it will be like.

“Riverside County is a family of special communities in a remarkable environmental setting.”

It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. Twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through Riverside County, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities;
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County of Riverside. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. In fact, the customized Oasis transit system now operates quite successfully in several cities and communities.

Our Communities and Neighborhoods

Our choices in the kind of community and neighborhood we prefer is almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.

Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is

now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

Introduction

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



Quotes: quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



Factoids: interesting information about Riverside County that is related to the element



References: contacts and resources that can be consulted for additional information



Definitions: clarification of terms and vocabulary used in certain policies or text.

What first grabs the attention of travelers as they approach the Southwest planning area from almost any direction is the sense of being in a broad and varied valley where nature and development have found a way to live together. Yes, there is a lot of development. And there is also an extensive system of hills, slopes, streams, lakes, vineyards, groves, and habitats that accent the view in every direction. This space reflects tradition, care, and commitment.

The Southwest Area Plan guides the evolving character of the unincorporated land surrounding the Cities of Murrieta and Temecula. The Southwest Area Plan is not a stand-alone document, but rather an extension of the County of Riverside General Plan and Vision. The County of Riverside Vision details the physical, environmental, and economic qualities that the County of Riverside aspires to achieve by the year 2020. Using that Vision as the primary foundation, the County of Riverside General Plan establishes policies for development and conservation within the entire unincorporated Riverside County territory. The Southwest Area Plan, on the other hand, provides customized direction specifically for the Southwest planning area.

The Southwest Area Plan does not just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in the continued prosperity of this unique area to understand the physical, environmental, and regulatory characteristics that make this such a unique area. Background information also provides insights that help in understanding the issues that require special focus here and the reasons for the more localized policy direction found in this document.

Each section of this plan addresses critical issues facing the Southwest planning area. Perhaps a description of these sections will help in understanding the organization of the plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the planning area fits with what surrounds it and how it relates to the cities that are part of it. Physical features are described in a section that highlights the Southwest planning area's communities, surrounding environment, and natural resources. This leads naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and area plan levels.

While a number of these designations reflect unique features found only in the Southwest planning area, a number of special policies are still necessary to address unique portions of the Southwest planning area. The Policy Areas section presents these policies. Land use related issues are addressed in the Land Use section. Land use is not the only key factor in developing and conserving land here. The Area Plan also describes relevant transportation issues

Southwest Area Plan

in the Circulation section. A variety of routes and modes of travel are envisioned to serve this area. The key to understanding the area's valued open space network is described in the Multipurpose Open Space section. There are natural and manmade hazards to consider, and they are spelled out in the Hazards section.

Returning again to the physical character of the Southwest planning area, the rugged mountains, rock strewn hills, and sharp slopes that define the valley system in which most development occurs provide a striking backdrop for the cities and communities here. Some development stretches along the streams, but most of the hills and slopes are devoted to more rural and agricultural uses. Perhaps one of the most striking characteristics of the area is its unique micro-climate derived from the influence of coastal breezes that moderate the inland temperatures and dryness. This, in turn, makes possible one of the Southwest planning area's most unique features: a robust vineyard and wine industry. This is an attraction for not only residents and businesses, but a thriving tourism industry as well.

The Southwest planning area is in a gateway position between Riverside and San Diego Counties. Consequently, it plays a pivotal role in the access, connections and impressions for Riverside County. The Southwest Area Plan seeks to capture and capitalize upon not only the special qualities of the land, but also its strategic location.

It is important to understand that the incorporated cities of Murrieta and Temecula, located within the Southwest planning area, are not covered by this plan. They are governed by their own plans. Nevertheless, city/county coordination is a critical component of this plan. A key location factor is how this area relates to other planning areas within the vastness of Riverside County.

A Special Note on Implementing the Vision

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflects the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Policies at the General Plan and Area Plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and the conditions in the Southwest planning area.

To illustrate how the Vision has shaped this area plan, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.



Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors. However, it may also contain state and federal properties that lie outside of Board authority.

Environmental Character. From the vineyards to the ecological preserve, there are an abundance of activities based on the environmental setting unique to the Southwest planning area. Not only are these attractions visually appealing, they are also a major economic draw for the Southwest planning area. The tourism and products generated by these natural resources carry out the Vision within the Southwest planning area by preserving, maintaining, and actively using such destinations as the Santa Rosa Plateau, the Citrus/Vineyard areas, and the surrounding hillsides, while promoting the individuality of the communities within and around these attractions.

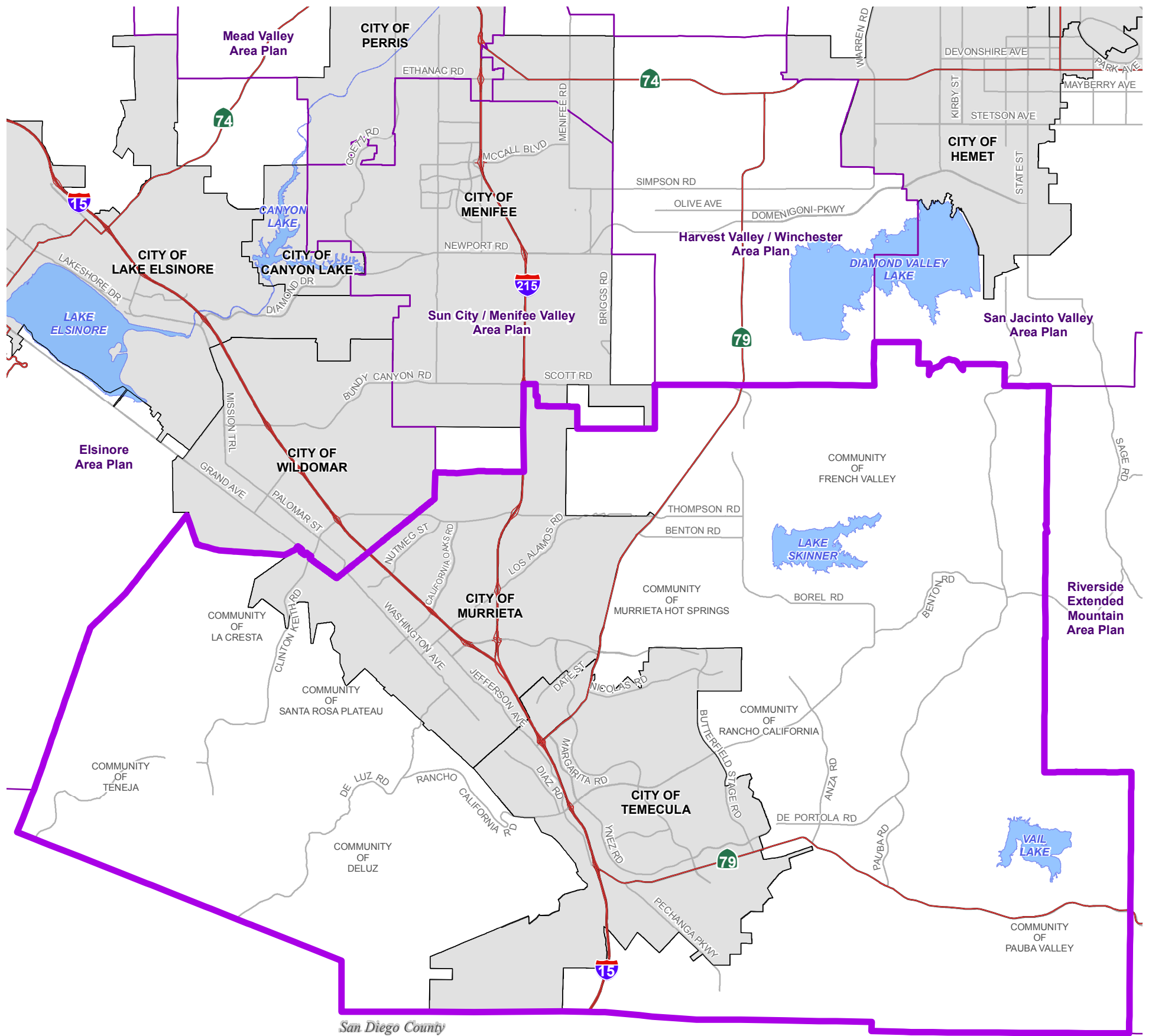
Data in this area plan is current as of April 16, 2019. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

Location





The strategic location of this area is clearly evident in [Figure 1](#)~~Figure 4~~, Location. The Southwest planning area is bounded by San Diego County to the south, Orange and San Diego Counties to the west, Lake Elsinore to the northwest, and the vast mountain and desert area known as REMAP -the Riverside Extended Mountain Area Plan to the east. The Southwest Area Plan borders the Sun City/Menifee Valley and Harvest Valley/Winchester Area Plans. [Figure 1](#)~~Figure 4~~, Location, not only identifies the cities of Temecula and Murrieta, but also reflects a number of the unincorporated areas that have strong local identities, such as the Santa Rosa Plateau and French Valley. As a framework for these locales, some of the more prominent physical features are also shown on [Figure 1](#)~~Figure 4~~.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That is certainly the case here. Bold mountains and hills frame the valleys that accommodate most of the development. Their height and shape also influence the climate, leading to some of the unique habitats found in the Southwest planning area. The ring of mountains and hills also contrasts with the valleys and watercourses that define the natural landmarks for many of the communities. These defining features are shown on [Figure 2](#)~~Figure 2~~, Physical Features.



Data Source: Riverside County

-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

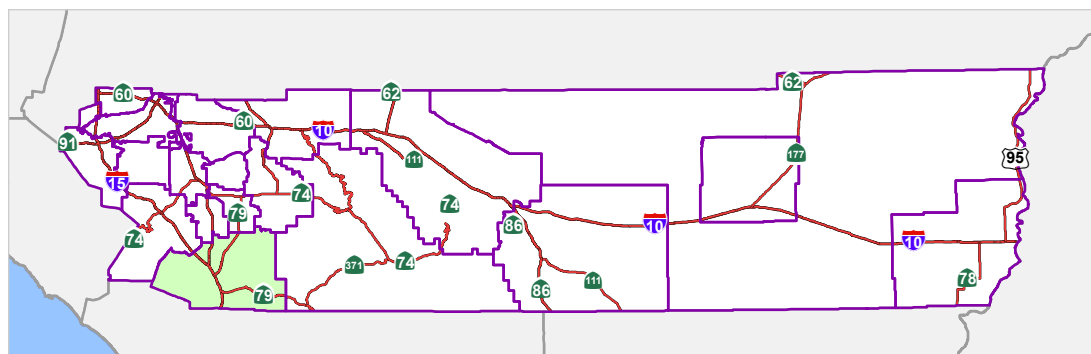
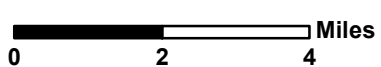


Figure 1

 December 8, 2015

 Miles
0 2 4

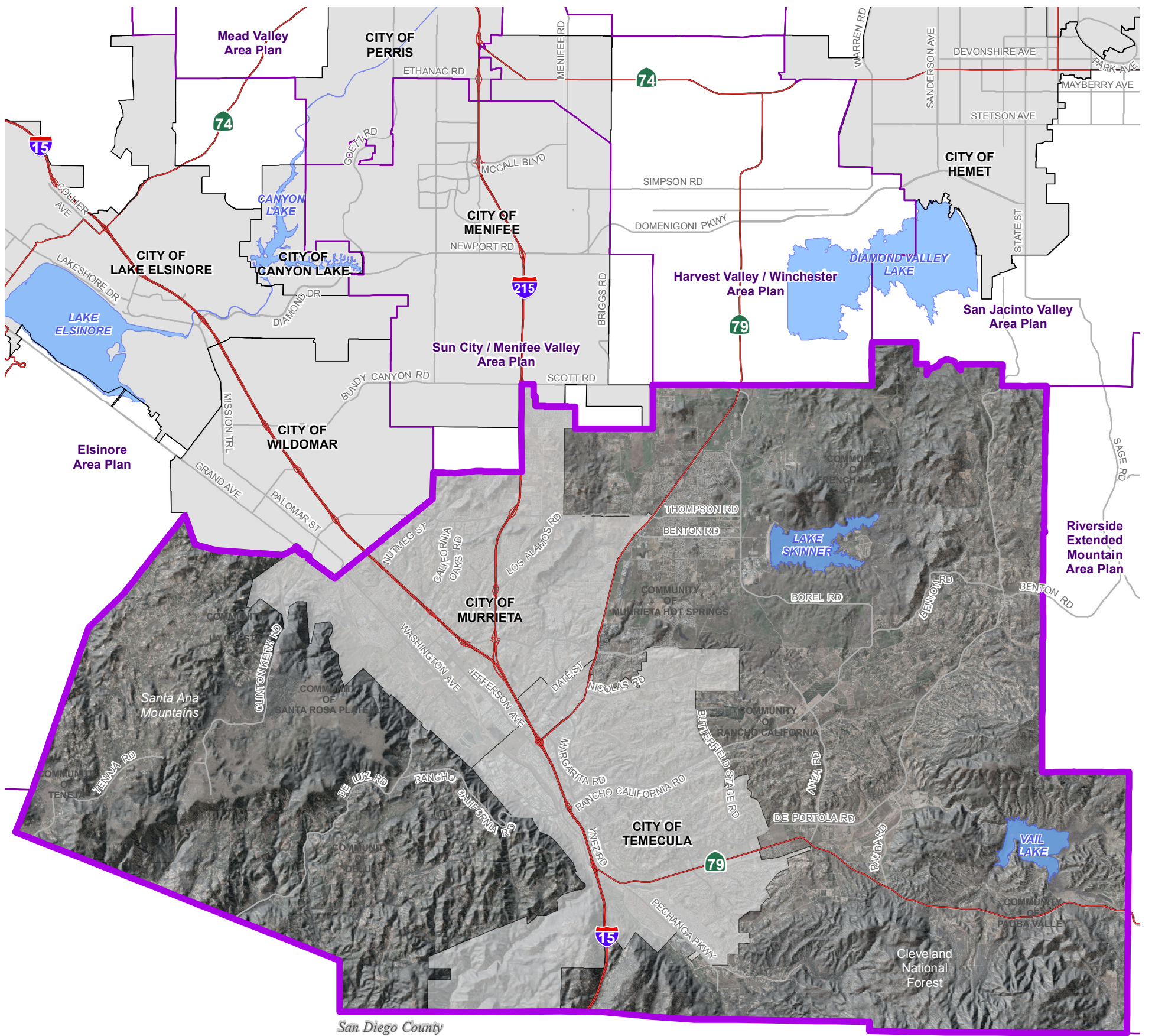
Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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.



SOUTHWEST AREA PLAN LOCATION

Path: X:\Projects\Planning\AreaPlan\Map\SouthWestAreaPlan\SWAP-Location.mxd

This page intentionally left blank



San Diego County

Data Source: Riverside County






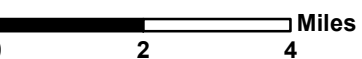
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 2

 December 8, 2015

 Miles
0 2 4

Disclaimer: 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.



**SOUTHWEST AREA PLAN
PHYSICAL FEATURES**

Path: X:\Projects\Planning\AreaPlan\Map\SouthWest\Map\SWAP-physicalfeatures.mxd

This page intentionally left blank

Setting

The Southwest planning area is framed by the Santa Ana Mountains to the west, the Santa Margarita Mountains and Agua Tibia range to the south, and the Black Hills to the east. Murrieta Creek runs along the floor of the Murrieta Valley, which generally divides the Southwest planning area in a western/eastern configuration. The Cities of Temecula and Murrieta span both sides of Murrieta Creek, further accentuating this pattern. A series of valleys separated by rolling hills connect with the Murrieta Valley. French Valley runs in a north-south manner and includes Warm Springs, Tucalota, and Santa Gertrudis Creeks. Temecula Creek forms the Pauba Valley, which runs east-west along the southern boundary of the area. Pechanga Creek forms Wolf Valley, located just south of the City of Temecula. All of these creeks eventually flow to the Santa Margarita River, one of the most diverse environments in Southern California. The Santa Rosa Plateau forms a high valley along the west side of the Southwest planning area and provides still another unique environment devoted to rural estates, groves, and natural habitat.

Unique Features

The Santa Rosa Plateau Ecological Reserve

The 8,200-acre Santa Rosa Plateau Ecological Reserve is located on the east side of the Santa Ana Mountains, immediately west of the Cities of Murrieta and Temecula. This unusually rich habitat serves as both a habitat reserve and active regional park. The Reserve is also unique in that it is a cooperative management project of the Nature Conservancy, the Riverside County Regional Park and Open Space District, the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the Metropolitan Water District (MWD) of Southern California. The Nature Conservancy purchased the original 3,100-acre portion of the reserve in 1984. In April of 1991, 3,825 additional acres were purchased by the County of Riverside, the California Conservation Board, the Metropolitan Water District (MWD), and the California Nature Conservancy. It is an outstanding example of collaborative methods preserving valuable habitat lands.

The Santa Rosa Plateau's rolling topography ranges over 2,000 feet in elevation and contains a wide variety of flora and fauna, including Engelmann oaks, pinyon pines, and coastal sage scrub. The reserve includes some of Southern California's last vernal pools, wintering water-fowl, spring wildflowers, and several species of endangered plants. It is, without doubt, a special place.

A further indication of uniqueness is found in the creekbeds throughout the reserve. They contain deep holes called tenajas, which hold water throughout the rainless summer months and provide important water sources for wildlife. These riparian zones support such species as sycamore and willow trees, California treefrogs, and Southwestern pond turtles.



The Santa Rosa Plateau Ecological Reserve is home to the oldest building still standing in Riverside County, the Machado Adobe, built in the late 1840's.



Located in the Santa Rosa Plateau, vernal pools are ephemeral water bodies, usually formed in shallow depressions during the late fall, winter, or early spring. They contain many wetland plants that flourish during the pool cycle. They may also be home to the endangered fairy shrimp.

Vail Lake

Vail Lake is nestled in the Black Hills about 15 miles east of Temecula, just north of State Route 79. Vail Lake was formed in 1948 when Walter Vail dammed Temecula Creek. A haven for fishing and water activities as well as camping, hiking, bicycling, and equestrian trails, Vail Lake and the surrounding areas are recognized for significant biological and natural habitat resources. The considerable unspoiled landscape varies in topography and is accented by oak woodlands and riparian corridors.

The Cleveland National Forest

Along the southeastern boundary of the Southwest planning area is a portion of the Cleveland National Forest. The pristine environment contains thousands of species of plants and animals native to Southern California. The rolling topography and hillsides lead to unspoiled views of natural habitats and tree stands. The forest is also home to treasured oak woodlands. This forest offers ample public access and recreational opportunities, such as hiking, camping, bicycling, and equestrian facilities.

Lake Skinner

Located in the northeastern corner of the Southwest planning area is Lake Skinner. Surrounding the lake is the Lake Skinner Regional Park and a water filtration facility. This area is characterized by rolling hills and agricultural uses extending westward, with largely vacant lands to the east. This man-made lake is operated by the Metropolitan Water District (MWD), and it affords activities such as fishing, boating, hiking, and other outdoor activities that draw tourists and visitors to the area.

The Temecula Valley Vineyards, Wineries, and Citrus Groves

The wine producing area of Temecula Valley is located east of the City of Temecula, extending westward along Rancho California Road. This area features beautiful vineyards and gracious wineries scattered among rolling hills and spreading oaks. The wineries, which offer tours and wine tasting, are an attraction for tourists as well as an economic powerhouse for western Riverside County. This rural area also includes citrus groves and a scattering of residential and equestrian estates.

French Valley Airport

French Valley Airport is a 261-acre general aviation airport located in the French Valley, adjacent to Winchester Road (State Route 79 North). Owned and operated by the County of Riverside, the airport's single runway is oriented roughly in a north/south direction and is expected to be a valuable asset to the businesses and residents that settle in the area.

[Figure 4](#) ~~Figure 4~~, *Overlays and Policy Areas*, depicts the Airport Influence Area surrounding the airport. The French Valley Airport Land Use Compatibility Plan includes restrictions on the uses, concentrations of population, and height of proposed development within the Airport Influence Area, in order to protect the airport and maintain public safety. More information on these policies can be found in the Policy Area section of this area plan and the French Valley Airport Land Use Compatibility Plan.

Unique Communities

Glen Oaks Hills/Valle de los Caballos

Located in the foothills of the Agua Tibia Range and Black Hills, Glen Oaks Hills is a rural community with an equestrian focus set among gently rolling hills and ample oak woodlands. A focal point of the equestrian community of Valle de los Caballos is the Galway Downs Racetrack, surrounded by an enclave of large ranch estates. As one might expect, this peaceful setting is also home to a rich variety of natural habitats including oak woodlands, tree stands, and chaparral.

The Pauba/Wolf Valley and Pechanga Indian Reservation

Characterized as a mountainous and rural area east of Interstate 15, the rolling hills, accented by Temecula and Pechanga Creeks, help to form the distinct character of this area. The very special habitat of the Emerson Oaks Preserve is located here, offering beautiful oak woodlands and chaparral habitats. This is also an area of the Southwest planning area that has experienced the expansion of suburban development near the City of Temecula. A relatively narrow strip of industrial uses adjacent to Interstate 15 and an expanse of rural development round out this valley system.

Located along the San Diego County line and south of the City of Temecula on State Route 79 South is the Pechanga Indian Reservation. The Pechanga Tribe operates a large gaming casino and hotel.

Santa Rosa Plateau/De Luz

The community character of the Santa Rosa Plateau is determined by the area's mountainous and rural environment, described earlier in connection with its setting. Privately owned portions of the Plateau are characterized by large lots five acres or more in size. This character is enhanced by its physical separation from surrounding lands, especially the more urban development in the lower part of the Temecula Valley. Homes here are typified by ranch style estates, many of which have an equestrian focus. Extensive citrus groves and avocado orchards complete the sense of quiet and remoteness so predominant here.

Incorporated Cities

Temecula

Incorporated in 1989 and located in the southwestern corner of the Southwest planning area, Temecula traces its roots to Old Town Temecula, a historic western town dating from the 1890s. More recent development is characterized by planned residential developments, largely designed by the use of specific plans. As of 2009, the City of Temecula encompassed over 30.1 square miles with an estimated population of 102,604 and 32,973 households. The City of Temecula's sphere of influence encompasses nearly 21.0 square miles.

Temecula's sphere of influence extends north along State Route 79 almost to the boundary of the Southwest planning area. The sphere also includes lands



A "sphere of influence" is the area outside of and adjacent to a city's border that the city has identified as a future logical extension of its jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.

to the south of the city east of Interstate 15 and lands between the westerly city boundary and the Santa Rosa Plateau. Most of the sphere is characterized by suburban specific plans adopted in the early 1990s, allowing mainly residential uses and incorporating a mix of commercial land uses and airport related business parks. Sphere of influence lands west of the City of Temecula are comprised of rural mountainous land uses.

Murrieta

Incorporated in 1991 and located at the northern edge of the Southwest planning area, the City of Murrieta is a mixture of rural residential and equestrian estates interspersed with an array of planned residential developments. As of 2009, the City of Murrieta encompassed 33.6 square miles with an estimated population of 100,714 and 34,293 households. Murrieta’s sphere of influence encompasses approximately 8.3 square miles.

As with Temecula, Murrieta’s sphere of influence extends north between State Route 79 and the city limits all the way to the northerly boundary of the Southwest planning area. The remaining portion of Murrieta’s sphere of influence is characterized by a mix of rural, residential, commercial and rural residential land uses.

Land Use Plan

“

Each of our rural areas and communities has a special character that distinguishes them from urban areas and from each other. They benefit from some conveniences such as small-scale local commercial services and all-weather access roads, yet maintain an unhurried, uncrowded lifestyle.

”

-RCIP Vision

The Land Use Plan focuses on preserving the unique features found only in the Southwest planning area and, at the same time, accommodating future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The Southwest Area Plan Land Use Plan, [Figure 3](#), depicts the geographic distribution of land uses within this planning area. The Area Plan is organized around 24 Area Plan land use designations. These area plan land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community, and Community Development. [Table 1](#), Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles; both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities, Indian tribes, and organizations at the many Planning Commission and Board of Supervisors hearings. A constant theme through which all of these factors were viewed was the desire to reinforce the Riverside County Vision and its related planning principles wherever possible. The result of these considerations is shown in [Figure 3](#), Land Use Plan, which portrays the location and extent of proposed land uses. [Table](#)

Table 2, Statistical Summary of the Southwest Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population, and employment capacities.

Land Use Concept

The Southwest Area Plan Land Use Plan generally reflects the predominantly rural character of the area. In fact, approximately 69% of the Southwest planning area is devoted to Open Space, Agricultural, and Rural designations. The remaining 31% of the land is devoted to a variety of urban uses. Most of this urban development is focused near the Cities of Temecula and Murrieta and in French Valley, where commitments to urban uses have been made through adoption of specific plans. By concentrating development patterns in this manner, future growth will be accommodated and the unique rural and agricultural lifestyle found elsewhere in the Southwest planning area will be maintained.

For the most part, the Open Space and Rural designations are applied in the mountains and foothills surrounding the Cities of Murrieta and Temecula. The Agricultural designation is largely applied to the existing vineyards and wineries east of Temecula. The Santa Rosa Ecological Reserve and the Cleveland National Forest are designated for open space uses to reflect the rich and significant habitat these areas provide. Glen Oaks Hills, Valle de los Caballos, and the Santa Rosa Plateau are designated for rural uses to maintain the existing rural residential character of these areas. Vail Lake and environs are designated Open Space-Rural, reflecting the natural values of the land, and its ownership status as private land.

These Open Space, Agricultural, and Rural general plan land use designations reflect the existing and intended long term land use patterns for these areas and help maintain the historic identity and character of the Southwest planning area. Such designations also provide an edge to urban development and a separation between the adjoining area plans and San Diego County. This edge strengthens the identity of the Southwest planning area and helps to distinguish it from other communities. Future growth is largely accommodated northeast of the existing Cities of Temecula and Murrieta in the French Valley. Proposed land uses reflect, or are influenced by, the adopted specific plans described in the Policy Area section of this area plan. These specific plans depict a largely residential community with local-serving commercial and employment uses located along the major roadways. The residential community is focused around State Route 79 North (Winchester Road). Within that residential pattern, the French Valley Airport acts as a hub for surrounding business and industrial park development, which contributes significantly to an employment and economic focus for the Southwest planning area. State Route 79 North is the chief circulation route in the valley other than the Interstate 15 and Interstate 215 freeways. The adjacent areas accommodate regional uses and a large segment of potential commercial development. Despite this rather focused development, significant watercourses in the valley are maintained in adopted and proposed specific plans through open space designations.

A Community Center Overlay is proposed along the south side of Scott Road, westerly of Winchester Road.

Future multi-modal transportation options are accommodated along the freeways and State Route 79 North. A distinctive component of the Riverside County General Plan is the Transit Oasis concept. This is a highly flexible

“

The extensive heritage of rural living continues to be accommodated in areas committed to that lifestyle, and its sustainability is reinforced by strong open space and urban development commitment provided for in the RCIP Vision.

”

-RCIP Vision



For more information on Community Center types, please refer to the Land Use Policies within this area plan and the Land Use Designations section of the General Plan **Land Use Element**.

transit system tailored to the particular conditions found in Riverside County. It depends in part on a careful integration with land use patterns and development design to appeal to users who would otherwise drive cars. This is a substantial commitment to reducing the pressure on single occupancy automobiles by providing a cost effective, convenient, flexible, and responsive option that could also save families a significant amount from their budgets. The area plan envisions this Transit Oasis concept being a major feature of activity centers such as the French Valley Airport and the mixed use area along Murrieta Hot Springs Road, easterly of Winchester Road.

Mobility within the open space system is not ignored either. Multi-use trails are conceptually located throughout the Southwest planning area, providing the framework for future trail improvements and connections. Thus, there is a strong relationship in the area plan between land uses and associated transportation and mobility systems, no matter what the intensity of uses may be.

Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2, 3, 4}	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Rural Community	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat (CH)	N/A	<ul style="list-style-type: none"> Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2,3,4}	Notes
Open Space	Water (W)	N/A	<ul style="list-style-type: none"> Includes bodies of water and natural or artificial drainage corridors. Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	Recreation (R)	N/A	<ul style="list-style-type: none"> Recreational uses including parks, trails, athletic fields, and golf courses. Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> One single-family residence allowed per 20 acres. Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> Mineral extraction and processing facilities. Areas held in reserve for future mineral extraction and processing.
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	14 - 40 du/ac	<ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.
	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.
	Heavy Industrial (HI)	0.15 - 0.50 FAR	<ul style="list-style-type: none"> More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
Public Facilities (PF)	≤ 0.60 FAR	<ul style="list-style-type: none"> Civic uses such as County of Riverside administrative buildings and schools. 	

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2,3,4}	Notes
Community Development	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
	Mixed-Use Area		<ul style="list-style-type: none"> This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Overlays and Policy Areas

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	<ul style="list-style-type: none"> Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	<ul style="list-style-type: none"> Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	<ul style="list-style-type: none"> This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ½ acre per structure.

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21)

Southwest Area Plan

Table 2: Statistical Summary of Southwest Area Plan

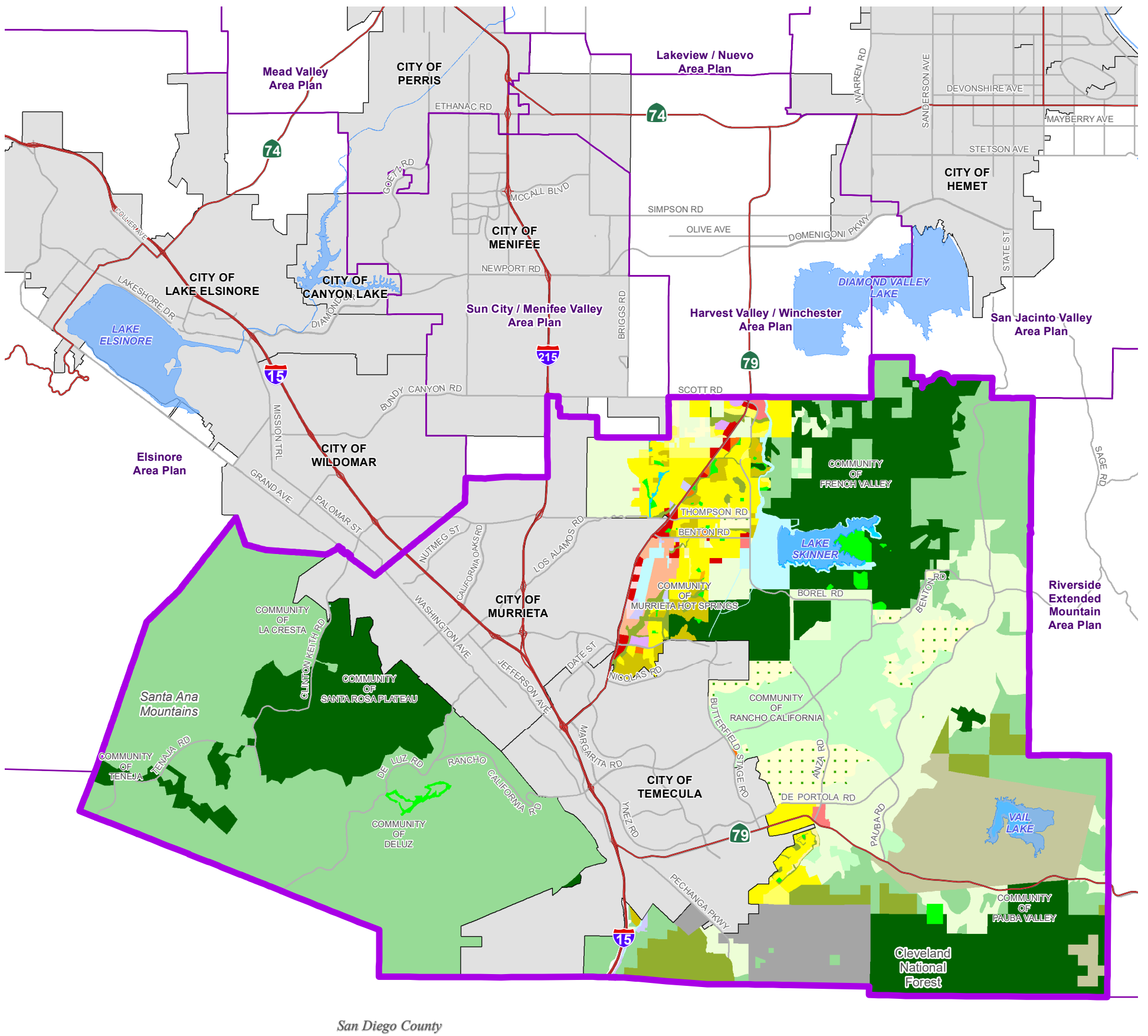
LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁶				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	8,025	401	1,208	401
<i>Agriculture Foundation Sub-Total:</i>	8,025	401	1,208	401
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	14,974	2,208	6,649	NA
Rural Mountainous (RM)	51,169	2,556	7,697	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	66,143	4,764	14,346	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	3,883	1,351	4,069	NA
Very Low Density Residential (RC-VLDR)	70	48	145	NA
Low Density Residential (RC-LDR)	19	27	81	NA
<i>Rural Community Foundation Sub-Total:</i>	3,972	1,426	4,295	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	3,601	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	29,483	NA	NA	NA
Open Space-Water (OS-W)	1,415	NA	NA	NA
Open Space-Recreation (OS-R)	953	NA	NA	143
Open Space-Rural (OS-RUR)	8,018	200	604	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	43,470	200	604	143
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	123	39	117	NA
Very Low Density Residential (VLDR)	103	74	223	NA
Low Density Residential (LDR)	668	936	2,819	NA
Medium Density Residential (MDR)	5,784	17,702	53,310	NA
Medium-High Density Residential (MHDR)	1,356	8,055	24,258	NA
High Density Residential (HDR)	57	597	1,798	NA
Very High Density Residential (VHDR)	131	2,077	6,255	NA
Highest Density Residential (HHDR)	18	541	1,629	NA
Commercial Retail ² (CR)	225	NA	NA	3,384
Commercial Tourist (CT)	252	NA	NA	4,110
Commercial Office (CO)	106	NA	NA	4,030
Light Industrial (LI)	225	NA	NA	2,890
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	607	NA	NA	9,914
Public Facilities (PF)	1,788	NA	NA	1,788
Community Center (CC) ³	0	0	0	0
Mixed-Use Area (MUA) ¹	166	484	1,456	2,330
<i>Community Development Foundation Sub-Total:</i>	11,609	30,505	91,865	28,446
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	133,219	37,296	112,318	28,990
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	45,319	---	---	---
Indian Lands	4,142	---	---	---
Freeways	152	---	---	---
<i>Other Lands Sub-Total:</i>	49,613			
TOTAL FOR ALL LANDS:	182,833	37,296	112,318	28,990

Table 2, continued

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4, 5}				
Community Development Overlay	120	1,397	4,207	451
Community Center Overlay ¹	51	238	717	771
Winery District Overlay	113	40	120	0
<i>Total Area Subject to Overlays:^{4, 5}</i>	284	1,675	5,044	1,222
POLICY AREAS⁶				
Highway 79	16,512	---	---	---
Leon/Keller	162	---	---	---
Diamond Valley Lake	5,025	---	---	---
Section 25/36	963	---	---	---
Temecula Valley Wine Country Policy Area	17,817	---	---	---
Santa Rosa Plateau	36,311	---	---	---
Walker Basin	571	---	---	---
Vail Lake	8,069	---	---	---
North Skinner	2,108	---	---	---
Keller Road South Side	20	---	---	---
French Valley Airport Influence Area	8,160	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	95,718			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷		96,002		

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- * Statistical Summary Table was updated to reflect GPA Nos. 903, 1039, 1157, 1163, 1176, and 1219 adopted after December 08, 2015
- * Table was updated to change the Mixed-Use Planning Area to Mixed-Use Area, to be consistent with GPA No. 1122 Land Use Element
- * Table was updated to change Rural Mountainous to Light Industrial to be consistent with GPA No. 1194 Land Use Element



Data Source: Riverside County Planning

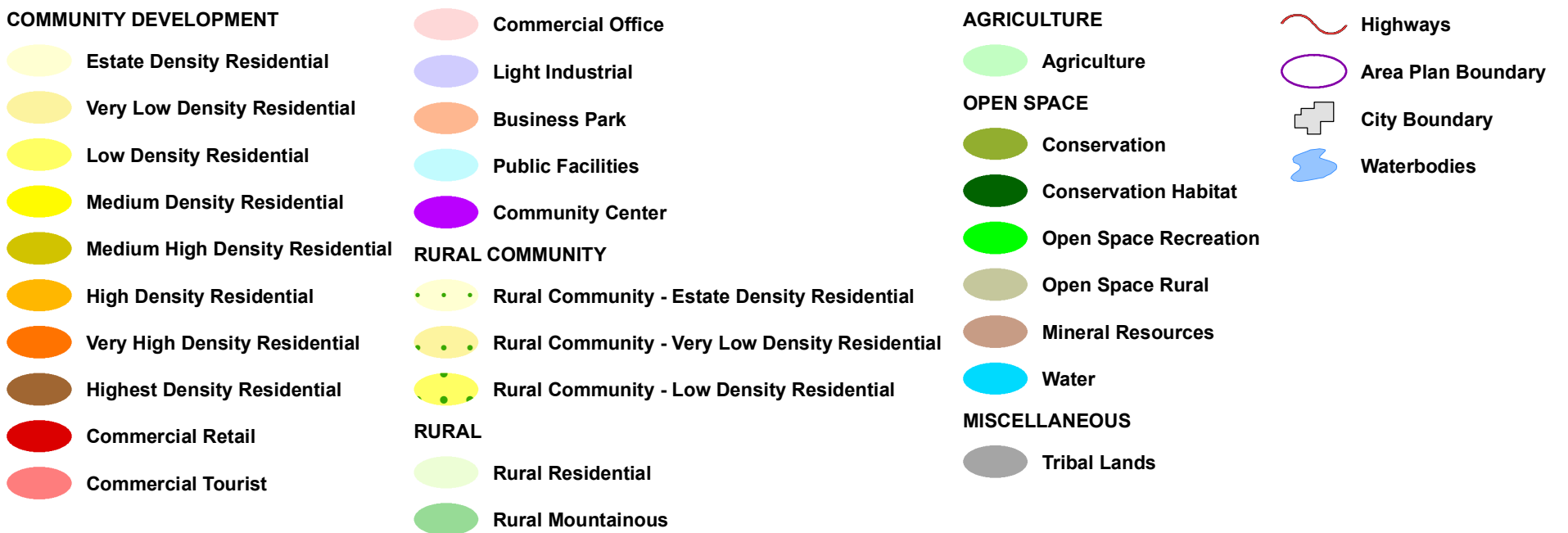
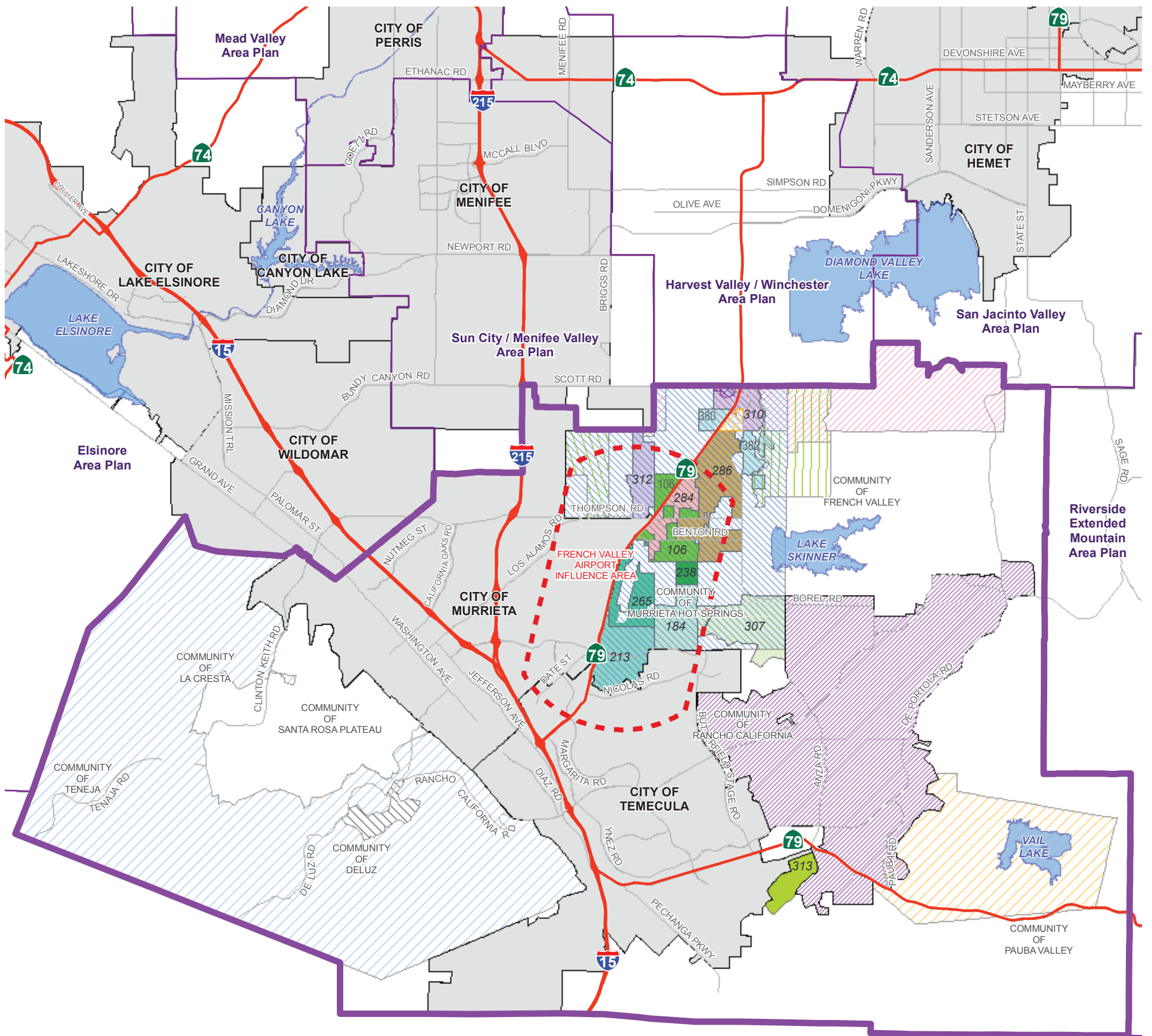


Figure 3

This page intentionally left blank

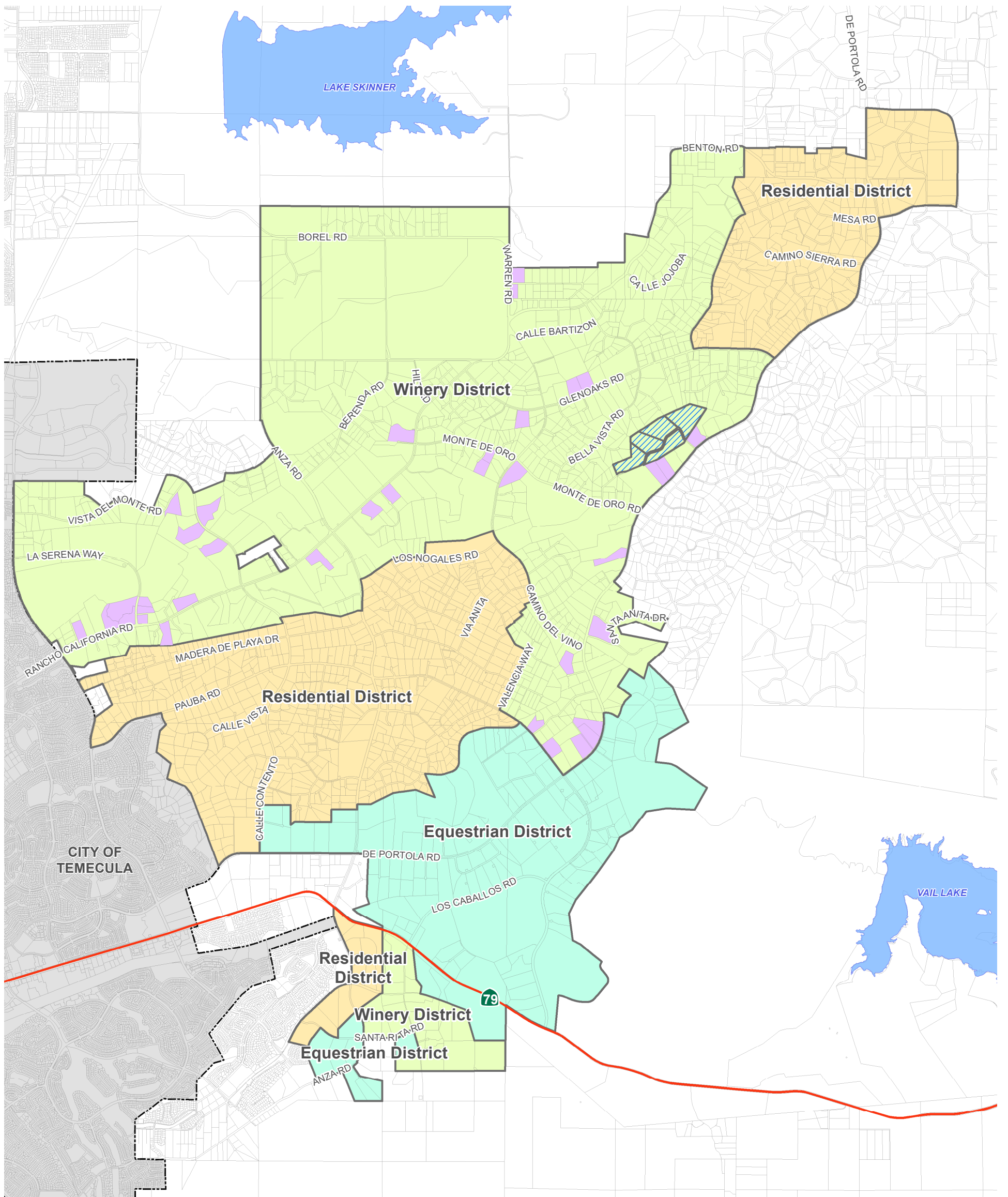


Data Source: Riverside County

- | | | | |
|--|------------------------------------|--------------------------------|--------------------|
| Temecula Valley Wine Country Policy Area | Highway 79 Policy Area | Santa Rosa Plateau Policy Area | Area Plan Boundary |
| Community Development Overlay | Keller Road South Side Policy Area | Sections 25/36 Policy Area | Highways |
| Community Center Overlay | Leon/Keller Policy Area | Vail Lake Policy Area | Waterbodies |
| Diamond Valley Lake Policy Area | North Skinner Policy Area | Walker Basin Policy Area | City Boundary |
| | | | Specific Plans |

Figure 4

This page intentionally left blank



Data Source: Riverside County










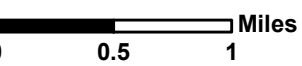
-  Existing Wineries (Less than 20 acres gross)
-  Equestrian District
-  Residential District
-  Winery District
-  Winery District Overlay
-  Waterbodies
-  Highways
-  City Boundary

Figure 4B

 April 16, 2019
 Miles

Disclaimer: 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.



**TEMECULA VALLEY
WINE COUNTRY POLICY AREA
WITH DISTRICTS**

Path: Y:\GENERAL PLANNING\Exhibits\CURRENT\POLL\WC_F_4B.mxd

This page intentionally left blank

Policy Areas

A policy area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries for the Policy Areas in the Southwest planning area are shown on [Figure 4](#), *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

Eleven policy areas and two overlays are designated within the Southwest Area Plan. They are important locales that have special significance to the residents of this part of Riverside County. Many of these policies derive from citizen involvement over a period of decades in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Southwest planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. The boundaries of these policy areas shown on the Overlay and Policy Area Map, other than the boundaries of the French Valley Airport Influence Area, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

Temecula Valley Wine Country Community Plan

The Temecula Valley Wine Country Community Plan was adopted in March 2014, and applies to lands adjacent to the City of Temecula, City of Murrieta, and several unincorporated communities. This plan produced General Plan Amendment No. 1077, Zoning Ordinance No. 348.4729, Temecula Valley Wine Country Design Guidelines, and Temecula Valley Wine Country Greenhouse Gas Reduction Workbook. The General Plan and Zoning standards were revised for the development of wineries, event facilities and hotel/resort accommodations. The design guidelines were updated to reflect rural residential and equestrian land uses.

It should be noted that the Temecula Wine Country Community Plan supersedes the Citrus/Vineyard Policy Area and the Valle de los Caballos Policy Area.

Temecula Valley Wine Country Policy Area

The Temecula Valley Wine Country Policy Area is located easterly of the City of Temecula and westerly of Vail Lake. This region encompasses one of the most important agricultural lands in the County. The many wineries and equestrian uses here provide a significant tourist attraction to the region, which in turn provides a continual economic benefit to the surrounding businesses. In addition, the Temecula Valley Wine Country area is an important part of the character of the Southwest Area Plan and has become ingrained in the culture of the surrounding communities.

Three districts have been established for this policy area – Winery, Equestrian and Residential – to ensure long-term viability of the wine industry while protecting the community’s equestrian rural lifestyle. The overarching policies for this region promote a strong identity for the Temecula Valley Wine Country. Additional policies within each district provide for complimentary uses distinct to the delineated areas. These policies protect against the location of activities that are incompatible with existing residential and equestrian uses, which could lead to land use conflicts in the future. These policies also establish a framework for the implementing Wine Country (WC) Zones and Design Guidelines, which have been established to further promote and preserve the distinctive character of this unique area. The following policies are applicable to the Temecula Valley Wine Country Policy Area:



SWAP = Southwest Area Plan Policy

SWAP 1.1 Require boundary changes to the Temecula Valley Wine Country Policy Area to be subject to the Foundation Component Amendment process unless county-initiated amendment.

SWAP 1.2 Maintain distinct characters of the Winery, Equestrian, and Residential Districts through implementing zones to promote harmonious coexistence of these uses.

SWAP 1.3 Permit Class I Wineries on 5 acres or more provided that at least:

- 75% of the project site is planted in vineyards;
- 75% of the grapes utilized in wine production are grown or raised within the county; and
- The winery facility shall be less than 1,500 square feet.

SWAP 1.4 Permit Class II Wineries with limited commercial uses such as sampling rooms and retail wine sales establishments on a minimum lot size of ten (10) acres to promote viticulture potential of this region provided that at least:

- 75% of the project site is planted in vineyards;
- 75% of the grapes utilized in wine production are grown or raised within the county; and
- The winery facility shall at least produce 3,500 gallons of wine annually.

SWAP 1.5 Require a density of ten (10) acres minimum for tentative approval of residential tract and parcel maps after (March 11, 2014) regardless of the underlying land use designation except in the Wine Country – Residential District where a density of five (5) acres minimum shall apply.

SWAP 1.6 Allow small-scale cottage inns or cottage industries. Encourage agricultural operations, equestrian activities and vineyard planting with such uses to reflect the unique character of this Policy Area.

SWAP 1.7 Develop and implement an integrated trails network that carefully considers all trail users, and includes, but is not limited to, regional open space trails, wine country roadside trails, wine country connector trails, bike paths, historic trails, etc. as shown in SWAP Figure 8. SWAP Figure 8 Trails and Bikeway System is a conceptual Trails Plan that shows ideal trail alignments with various trail classifications to support a multi-use trails network.

There are three multi-use trail types shown on SWAP Figure 8 that are unique to the Wine Country Policy Area:

Regional Open Space Trail: Trails along Rancho California Road, Anza Road, De Portola Road, Pauba Road, and La Serena Way are intended to serve as backbone trails for the Wine Country Trails Network and are to be built within the road right-of-way (ROW). The trails along Rancho California Road and Anza Road can support combination trails as described in the Temecula Valley Wine Country Design Guidelines. The combination trails includes a Class I Bike Path and Regional Trail split on either side of the road. The Class I Bike Path will comply with the most current Caltrans Standards. The Regional

Trail path will be 10' to 12' in width. The trail paths along De Portola Road, Pauba Road and La Serena Way will be 4' to 8' in width. The widths of the trails may be modified due to road conditions including ROW availability as determined by the Riverside County Transportation Department. Trails along De Portola Road shall be considered as part of all future road improvement plans.

There are a few smaller trail segments that are also classified as Regional Open Space Trails located between properties. These trails are single track paths having earthen base and will be no wider than 4' with an ideal width of 2'. These trails would require an 8' easement. The Regional Open Space Trail segments will become an integral part of the regional trail program of the County's Regional Park and Open-Space District. The actual construction and operation of these trails are reliant on securing trail easements and funding sources for continual trail maintenance.

Wine Country Roadside Trail: These trails are also located along road ROW. Wine Country Roadside Trails would be 4' to 8' in width along one side of the road, consisting of unimproved or decomposed granite material.

Funding sources would be sought for the development and maintenance of Wine Country Roadside Trails (e.g. Landscape District, County Service Area (CSA), and Transportation District).

Wine Country Connector Trail: Wine Country Connector Trails provide additional connection routes, through private property. Thus, trail construction would require consent of the property owner and the establishment of access easements. Trail design would vary per site conditions. Partnerships between a local entity and private property owner would be required to develop and maintain trails, as well as define the acceptable use of the trails. The use of such trails is prohibited unless proper permission from the current property owners is granted or easements secured.

Class 2 and Class 3 Bikeways are not specifically shown on SWAP Figure 8 within the Temecula Valley Wine Country Policy Area; however, these bikeways may be located along roads that would safely support it. All trails within the Wine Country Policy Area would consist of unimproved or decomposed granite materials, or material approved for use by the Riverside County Parks and Open Space District and the Riverside County Transportation Department. The trail paths require a 2' buffer on both sides of the path. The trails would include a fence or landscaped buffer from the roadway and private property.

The actual development and ultimate location of each trail segments are dependent on various funding sources, prioritizing needs, user safety, adequate road ROW, contiguous trail easements, the agency or entity that assumes responsibility for the trails' operation including maintenance, and in some cases, property owners' permission. The County will work with the community to identify segments that can be developed first as land use development and road improvement occurs and funding becomes available.

SWAP 1.8 Pending adoption of an updated Air Quality Element and Climate Action Plan (CAP), ensure that new development selects greenhouse gas (GHG) reduction measures from the Option Tables to achieve the County's GHG emission reduction thresholds as set forth in the Greenhouse Gas

Reduction Workbook (workbook). Alternatively, new developments may utilize other reduction mechanisms to achieve reduction thresholds as prescribe in the workbook.

Wine Country – Winery District

The Wine Country – Winery District generally encompasses the area formally recognized as the Citrus/Vineyard Policy Area and includes additional areas to the east and south. The primary purpose of the Winery District is to promote the establishment of additional commercial activities that support tourism while ensuring long-term viability of the wine industry. The secondary purpose of the Winery District is to recognize, and allow the expansion of, existing wineries that are integral part of the Temecula Valley Wine Country economy.

- SWAP 1.9 Encourage new incidental commercial uses that promote tourist related activities for the wine industry as described in the Wine Country – Winery (WC-W) Zone.
- SWAP 1.10 Allow the 31 existing wineries that were adopted prior to March 11, 2014 and are shown on [Figure 4B](#) to expand as described in the Wine Country – Winery Existing (WC-WE) Zone.
- SWAP 1.11 Allow incidental commercial uses such as special occasion facilities, hotels, resorts, restaurants and delicatessens in conjunction with commercial wineries as defined in the implementing zones.

Winery District Overlay

The purpose of the Winery District Overlay is to identify property that may be developed either under the Winery District Overlay or under the Wine Country-Winery District within the Temecula Valley Wine Country Policy Area.

- SWAP 1.12 Allow properties within the Winery District Overlay the opportunity to utilize either the density and uses allowed under the Rural Community-Estate Density Residential land use designation or the density and uses allowed in the Wine Country-Winery District within the Temecula Valley Wine Country Policy Area.
- SWAP 1.13 The Winery District Overlay is within the area depicted on [Figure 4B](#).
- SWAP 1.14 When developing under the Rural Community-Estate Density Residential land use designation, the following provisions apply:
- a. Allow land uses consistent with the Rural Community- Estate Density Residential land use designation.
 - b. The minimum density shall be one dwelling unit per two (2) acres.
 - c. Proposed uses and related development standards shall be implemented through the Rural Agriculture (R-A) zone with a minimum lot size of two acres.
 - d. The provisions of the Temecula Valley Wine Country Policy Area do not apply.
- SWAP 1.15 When developing under the Wine Country-Winery District within the Temecula Valley Wine Country Policy Area the following provision shall apply.

- a. Allow land uses consistent with the Wine Country-Winery District.
- b. The minimum density shall be one dwelling unit per ten acres.
- c. Proposed uses and related development standards shall be implemented through Wine Country-Winery (WC-W) Zone.
- d. The provisions of the Rural Community-Estate Density Residential land use designation do not apply.

SWAP 1.16 Require that adequate water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use and development.

Wine Country – Equestrian District

The Wine Country – Equestrian District generally encompasses the area formerly recognized as the Valle de los Caballos Policy Area. The purpose of the Equestrian District is to protect and promote equestrian uses in the Temecula Valley Wine Country Policy Area to make this a unique Wine Country in the nation.

SWAP 1.17 Encourage equestrian establishments that promote the equestrian lifestyle as described in the Wine Country – Equestrian (WC-E) Zone.

SWAP 1.18 Permit incidental commercial uses such as western style stores, polo-grounds, or horse racing tracks, petting zoos, event grounds, horse show facilities, animal hospitals, restaurants, delicatessens, and special occasion facilities in conjunction with commercial equestrian establishments on lots larger than 10 acres to encourage equestrian tourism in this community.

Wine Country – Residential District

The Wine Country – Residential District is located in the central and northeastern portions of the Temecula Valley Wine Country Policy Area. The purpose of the Residential District is to encourage permanent estate lot residential stock in this region to balance the tourism related activities.

SWAP 1.19 Encourage residential development that complements the Temecula Valley Wine Country Policy Area as described in the Wine Country – Residential (WC-R) Zone.

SWAP 1.20 Encourage tentative approval of residential tract and parcel maps to cluster development in conjunction with on-site vineyards provided that the overall project density yield does not exceed one dwelling unit per five (5) acres. While the lot sizes in a clustered development may vary, require a minimum lot size of 1 acre, with at least 75% of the project area permanently set-aside as vineyards.

[SWAP 2.0 policies are reserved for future use.]

North Skinner

This policy area in the northeast portion of the Southwest planning area encompasses an expanse of rolling hills, mountainous terrain, agricultural uses, and rural residences. Development in this area is characterized by large lot

residential uses on at least ten acres. In this policy area, the Rural Residential land use designation allow a five-acre minimum lot size, which does not preserve this rural character. A larger minimum lot size of ten acres is more consistent with the existing uses.

Policy:

SWAP 3.1 Require a minimum lot size of 10 acres for residential development within the North Skinner Policy Area, regardless of the underlying land use designation.

Vail Lake

The Vail Lake Policy Area is located three miles east of the city limits of the City of Temecula and approximately five miles east of Interstate 15, a major transportation corridor. The Vail Lake Policy Area recognizes: 1) the biological and aesthetic uniqueness of the property, including the steep slopes adjacent to much of the lake shore; 2) both the existing and the potential recreation uses of the lake and the land around the lake; and 3) the constraints imposed by limited availability of public facilities. The importance of accommodating the unique characteristics of the Vail Lake area is recognized by property owners, recreation enthusiasts and environmental advocates.

In order to maximize the preservation and protection of onsite biological resources, any future development within the Vail Lake Policy Area should be focused in the portions of the site that have been developed or can appropriately be developed.

Policy:

SWAP 4.1 Balance the development and recreation value with protection of the biological and aesthetic resources of the Vail Lake Policy Area by enforcing the following:

- Any future development shall be focused into the least biologically sensitive areas of the site. Development beyond what is currently allowed shall only occur in accordance with the provisions of an adopted Specific Plan.
- Provide for adequate long-term protection to threatened and endangered plant and animal species.

“

Conserved multipurpose open space is viewed as a critical part of the County's system of public facilities and services required to improve the existing quality of life and accommodate new development.

”

- RCIP Vision

- Provide for recreation access to Vail Lake and other recreational opportunities including a network of equestrian and foot trails available for public use, as described in the Open Space, Parks and Recreation section of the General Plan Multipurpose Open Space Element.
- If the lake is retained in private ownership, prepare a lake management plan to protect water quality, adjacent riparian plant and animal life and recreation opportunities.
- Protect outstanding scenic vistas as described in the Hillside Development and Slope section and the Scenic Corridors section of the General Plan Land Use Element and the Scenic Resources section and Scenic Corridors section of the General Plan Multipurpose Open Space Element.

- Provide adequate access as described in the System Access section of the General Plan Circulation Element.
- Control the design of future development by minimizing grading cuts and fill, clustering development in the least biologically sensitive areas, and minimizing light and glare impacts.
- Provide natural and cultural resource education opportunities.

Santa Rosa Plateau/De Luz

The Santa Rosa Plateau/De Luz area is set in the Santa Ana Mountains west of the Cities of Temecula and Murrieta among rolling hills, steep slopes, and valleys, which are dotted with avocado and citrus farms. As mentioned, the unique Santa Rosa Plateau Ecological Reserve is located here, and because of its size (8,200 acres) plays a significant role in setting the character for the area. Scattered among these abundant natural features are residential equestrian estates and ranches. Access to the area is limited not only by the terrain, but by the fact that there are only two major roads into the area: Clinton Keith and De Luz Roads.

The Santa Rosa Plateau/De Luz Policy Area is intended to help maintain the rural and natural character of the area, account for its varied topography, and address the long term stability of the Santa Rosa Plateau Ecological Reserve. On the flatter lands in certain locations, rural residential development or agricultural uses are appropriate. However, in order to maintain the Plateau's attributes, future development must be designed in accordance with the area's rural character; limit the amount of grading to maintain the natural terrain to the greatest extent possible; and limit impacts to the ecological reserve.

Policies:

- SWAP 5.1 Notwithstanding the Rural Mountainous designation of this area, residential parcels as small as five acres in area may be established through the tract map or parcel map process provided that:
- a. The proposed building sites and access areas from the roadway to the building sites are not located in areas subject to potential slope instability.
 - b. The proposed lots provide sufficient area for septic tank filter fields on lands that are not subject to "severe" limitations for such use due to either (1) shallow depth to bedrock or (2) slopes of 25% or greater.

Within this Policy Area, tract maps and parcel maps may maintain an average density of one dwelling unit per five acres.

- SWAP 5.2 Preserve the land within the Santa Rosa Plateau Ecological Reserve, excluding any privately owned parcels, for habitat and open space uses.

Walker Basin Policy Area

The Walker Basin Policy Area is located within the Santa Rosa Plateau/De Luz Policy Area and is subject to the policies for that area, as specified above. This area was previously included in a specific plan approved in the 1980s for a residential development with a golf course. While the golf course was developed, the residential development

did not occur. On July 15, 2003, to ensure that future development of the property would be consistent with the character of the surrounding area, would not require extensions of major roads and urban infrastructure, including sewer service, and would be protective of the important natural features of the site, the property's specific plan designation was repealed, and the site's general plan designation was amended to 5-acre minimum for the 385-acre residential portion of the site, and to Open Space Recreation for the golf course area. Within this policy area, the County of Riverside may consider allowing lots smaller than 5 acres on the residential portion of the site in conjunction with a specific plan application, and may consider an increase in density of up to 25% above the maximum density allowed by the site's existing general plan designation, provided that the criteria specified below are met.

Policies:

- SWAP 6.1 The proposed development shall be of a scale that would not require the introduction of sewer infrastructure, major road improvements, or other urban services or infrastructure into the hilly De Luz area, or the establishment of assessment districts to finance such infrastructure.

- SWAP 6.2 The proposed development shall be compatible with the surrounding rural residential area. Any lots smaller than five acres shall be clustered around the interior of the site, and the properties surrounding the Walker Basin Policy Area shall be buffered from the clustered smaller lots by lots larger than five acres within the perimeter of the project. Any larger lots needed to maintain the required buffering shall be protected against further subdivision by legally enforceable conditions or restrictions prior to or concurrently with the creation of any lots smaller than five acres.

- SWAP 6.3 The proposed development shall provide for the protection of stream courses, oak trees, wildlife corridors, and other important natural features of the site.

- SWAP 6.4 The proposed development shall provide for traffic and fire safety improvements that will contribute to the public good.

- SWAP 6.5 The proposed development shall be designed to further the objectives of the Western Riverside County Multi-Species Habitat Conservation Plan.

Sections 25/36 Policy Area

The Sections 25/36 Policy Area has been created to recognize the special challenges and opportunities associated with planning for development, transportation, preservation, and recreation needs within an approximately 1.5 square mile area located northerly of Clinton Keith Road, southerly of Keller Road, and westerly of Briggs Road and comprised of four large, contiguous parcels. Following are the policies for this area:

Policy:

- SWAP 7.1 In order to provide for balancing of the transportation corridor, development, and recreational values of this area with protection of the biological and aesthetic resources associated with Warm Springs Creek, the County of Riverside shall require that future development proposals:
 - Provide for adequate long-term protection of Warm Springs Creek and its associated wetland and riparian habitats;

- Cluster development areas to provide efficient use of infrastructure and allow for the use of onsite amenities such as open spaces, enhanced landscaping, and recreational opportunities;
- Provide for recreational opportunities including a network of multipurpose trails available for public use, as described in the Open Space, Parks, and Recreation section of the General Plan Multipurpose Open Space Element;
- Provide adequate access as described in the System Access section of the General Plan Circulation Element;
- Respect the natural landforms of the Policy Area;
- Provide that plans for development be consistent with the City of Murrieta General Plan Sphere of Influence designations for the property and for the surrounding area; and
- Provide that all plans for development shall comply with Highway 79 Policy Area requirements to provide improvements and funding for Circulation Element roadways consistent with Level of Service Policies of the General Plan.

Keller Road South Side Policy Area

The Keller Road South Side Policy Area consists of two ten-acre parcels located southerly of Keller Road and westerly of Leon Road (together comprising the north half of the northeast quarter of the northeast quarter of Section 30, Township 6 South, Range 2 West), directly easterly of the French Valley Specific Plan (Specific Plan No. 312). These properties are designated Community Development - Low Density Residential. While this designation provides for a density of two dwelling units per acre, which generally corresponds to a one-half acre lot size, the Community Development foundation component would normally allow for use of clustering to establish smaller lots. However, at this location, it is necessary to provide for a minimum lot size along Keller Road in order to maintain compatibility with the rural lifestyle enjoyed by residents of areas to the east (designated Rural Residential) and north (designated Rural Community - Estate Density Residential with a dwelling unit density of one dwelling unit per 2 ½ acres by policy). This approach would also be consistent with the special buffering provisions included in the final version of the French Valley Specific Plan.

Policy:

SWAP 8.1 Notwithstanding the Community Development foundation component designation of this Policy Area, lots fronting onto the south side of Keller Road (or, if no lots front on Keller Road, the most northerly row of lots) shall maintain a minimum lot area of one-half acre. In the event that this Policy Area is the subject of a land division proposing to establish any lots smaller than one-half acre, the first two rows of lots southerly of Keller Road shall maintain a minimum net lot size of 30,000 square feet.

Leon/Keller Road Policy Area

Notwithstanding the Estate Density Residential designation of this area on the Southwest Area Plan map, the Leon/Keller Road Policy Area may only be developed at a maximum residential intensity of one (1) dwelling unit per 2 ½ acres.

Highway 79 Policy Area

The purpose of the Highway 79 Policy Area is to address transportation infrastructure capacity within the policy area. Applicable policies are also located in the Circulation Element of the General Plan.

Policies:

~~SWAP 9.1 — Accelerate the construction of transportation infrastructure in the Highway 79 Policy Area corridor between Temecula, Hemet, San Jacinto and Banning. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation infrastructure.~~

~~SWAP 9.2 — Maintain a program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.~~

~~SWAP 9.3 — To ensure that Riverside County's traffic volume range breaks for the various facility types used to determine LOS stay current, review and update the thresholds periodically.~~

Diamond Valley Lake Policy Area

Diamond Valley Lake (DVL) is a recently built, approximately 800,000-acre-foot capacity reservoir owned and operated by the Metropolitan Water District (MWD), which provides domestic water supplies to much of Southern California. Diamond Valley Lake is strategically located, with ample adjacent land, to also provide for a wide variety of recreational opportunities for the residents of Riverside County and Southern California, and beyond. Potential recreational opportunities include, but are not limited to, fishing, boating, camping, golfing, picnicking, bicycling, horseback riding, and hiking. In support of recreational facilities, other tourist-oriented facilities including hotels, restaurants, and commercial services are anticipated to be developed in the future. The County of Riverside will continue to cooperate with MWD and Diamond Valley Lake's other neighboring jurisdiction, the City of Hemet, to encourage development of the lake's recreational opportunities and supporting commercial services.

It is envisioned that Diamond Valley Lake's recreational and tourist-oriented facilities will be developed pursuant to one or more specific plans contained within the policy area. The Harvest Valley/Winchester, Southwest, and San Jacinto Valley Area Plans illustrate MWD's concept, at the time of the adoption of the Riverside County General Plan, for the potential future development of the DVL lands. Following are the policies for development in the Diamond Valley Lake Policy Area (DVLPA):

Southwest Area Plan

Policies:

SWAP 10.1 Continue cooperating with the Metropolitan Water District and the City of Hemet to encourage the development of a comprehensive program for recreational and support commercial facilities at Diamond Valley Lake.

SWAP 10.2 All development shall occur through specific plans. Any specific plans adopted in the Diamond Valley Lake Policy Area shall be classified as Community Development Specific Plans.

~~SWAP 10.3 The Diamond Valley Lake Policy Area, in its entirety, is included in the Highway 79 Policy Area (Circulation Element Policies C 2.6 and C 2.7).~~

SWAP 10.4 Provided that total development intensity for the entire Diamond Valley Lake Policy Area is not increased beyond the level of development intensity established for this area at the time of the adoption of the General Plan, no general plan amendments shall be required to be filed and approved in order to authorize changes in mapped general plan designations, provided that any such changes are approved through specific plan applications (specific plans, specific plan amendments, substantial conformances, as appropriate). The approved specific plan applications will constitute the General Plan Element mapped land use designations for the areas so affected. In the event that total development intensity for the entire DVLPA would be exceeded due to any development proposal within the area, the application must be accompanied by, and approved through, a general plan amendment (GPA) application. No such GPA shall be subject to the General Plan Certainty System's eight-year amendment cycle and other procedural requirements applicable to Foundation Component amendments. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.

French Valley Airport Influence Area

The French Valley Airport is an active airport located easterly of the City of Murrieta and 2 miles north of the City of Temecula. The boundary of the French Valley Airport Influence Area is shown in [Figure 4](#), Overlays and Policy Areas. There are a number of Compatibility Zones associated with the Airport Influence Area. These Compatibility Zones are shown in [Figure 5](#), French Valley Airport Influence Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1, and are summarized in [Table 4](#), Airport Land Use Compatibility Criteria for Riverside County (Applicable to French Valley Airport). For more information on these zones and additional airport policies, refer to Appendix L-1, and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policy:

SWAP 11.1 To provide for the orderly development of French Valley Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for French Valley Airport as fully set forth in Appendix L-1 and as summarized in [Table 4](#), as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Specific Plans

Specific plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Please refer to [Table 3-3](#), Adopted Specific Plans in the Southwest Area Plan, for specific plan names and numbers that are located in the Southwest planning area. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

The fourteen specific plans located in the Southwest planning area are listed in [Table 3-3](#), Adopted Specific Plans in the Southwest Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan, with the exception of Johnson Ranch, which was initially approved as a Community Development Specific Plan but has subsequently been purchased for habitat conservation. The approval of the Johnson Ranch Specific Plan will be considered for rescission during the initial round of Specific Plan reviews.

Table 3: Adopted Specific Plans in the Southwest Area Plan

Specific Plan	Specific Plan #
Dutch Village	106
Rancho Bella Vista	184
Winchester Properties	213
Crown Valley Village	238
Borel Air Park	265
Quinta Do Lago	284
Winchester 1800	286
Johnson Ranch	307
French Valley	312
Morgan Hill	313
Domenigoni/Barton Properties*	310
Keller Crossing	380
Belle Terre	382

Source: Riverside County Planning Department.

*Portions of this specific plan extend into a neighboring Area Plan

**Table 4: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to French Valley Airport)**

Zone	Locations	Maximum Densities/Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight ⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40 45 50	80 90 100	104 117 130	30% 35% 40%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities ¹² Hazards to flight ⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1, except that buildings may have up to 3 above ground habitable floors. 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	80 90 100	160 180 200	208 234 260	20% 25% 30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required

Table 4, continued

Zone	Locations	Maximum Densities/Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	150	450	585	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheatres, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of non-aviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.

Table 4, continued

- 15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- 16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- 19 Residential densities to be calculated on a net basis – the overall developable area of a project site exclusive of permanently dedicated open lands as defined in Policy 4.2.4 or other open space required for environmental purposes.

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Southwest Area Plan, additional policy guidance is necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. The Local Land Use section provides a host of policies to address these issues. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities. The intent is to enhance and/or preserve the identity and character of this unique area.

Local Land Use Policies

Community Centers

The Southwest Area Plan Land Use Plan identifies one community center overlay within the planning area southerly of Scott Road and westerly of Winchester Road. The Community Center land use overlay allows the property to be developed pursuant to a specific plan proposing an unique mix of employment, commercial, public, and residential uses. In order to promote a compact mixture of these uses and to help bring about an ambiance tailored to the pedestrian, voluntary incentives may be necessary to promote this more efficient form of land development.

Policies:

- SWAP 12.1 Require that the area designated as Community Center Overlay be designed and developed as one specific plan of land use, or as part of a larger specific plan.
- SWAP 12.2 Provide incentives, such as density bonuses and regulatory concessions to property owners and developers, to facilitate the development of community centers as designated on the Southwest Area Plan Land Use Plan, [Figure 3](#).



Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and specific plan design guidelines.



The Community Center Guidelines are located in Appendix J of the General Plan.

SWAP 12.3 Ensure that community centers development adheres to those policies listed in the Community Centers Area Plan land use designation section of the General Plan Land Use Element.

Mount Palomar Nighttime Lighting Requirements

The Mount Palomar Observatory, located just outside of the Southwest planning area in San Diego County, requires unique nighttime lighting standards in order to allow the night sky to be viewed clearly. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the observatory’s view. Please see [Figure 6](#), Mt. Palomar Nighttime Lighting Policy for areas that may be impacted by these standards.

Policy:

SWAP 13.1 Adhere to the lighting requirements of county ordinances for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

★

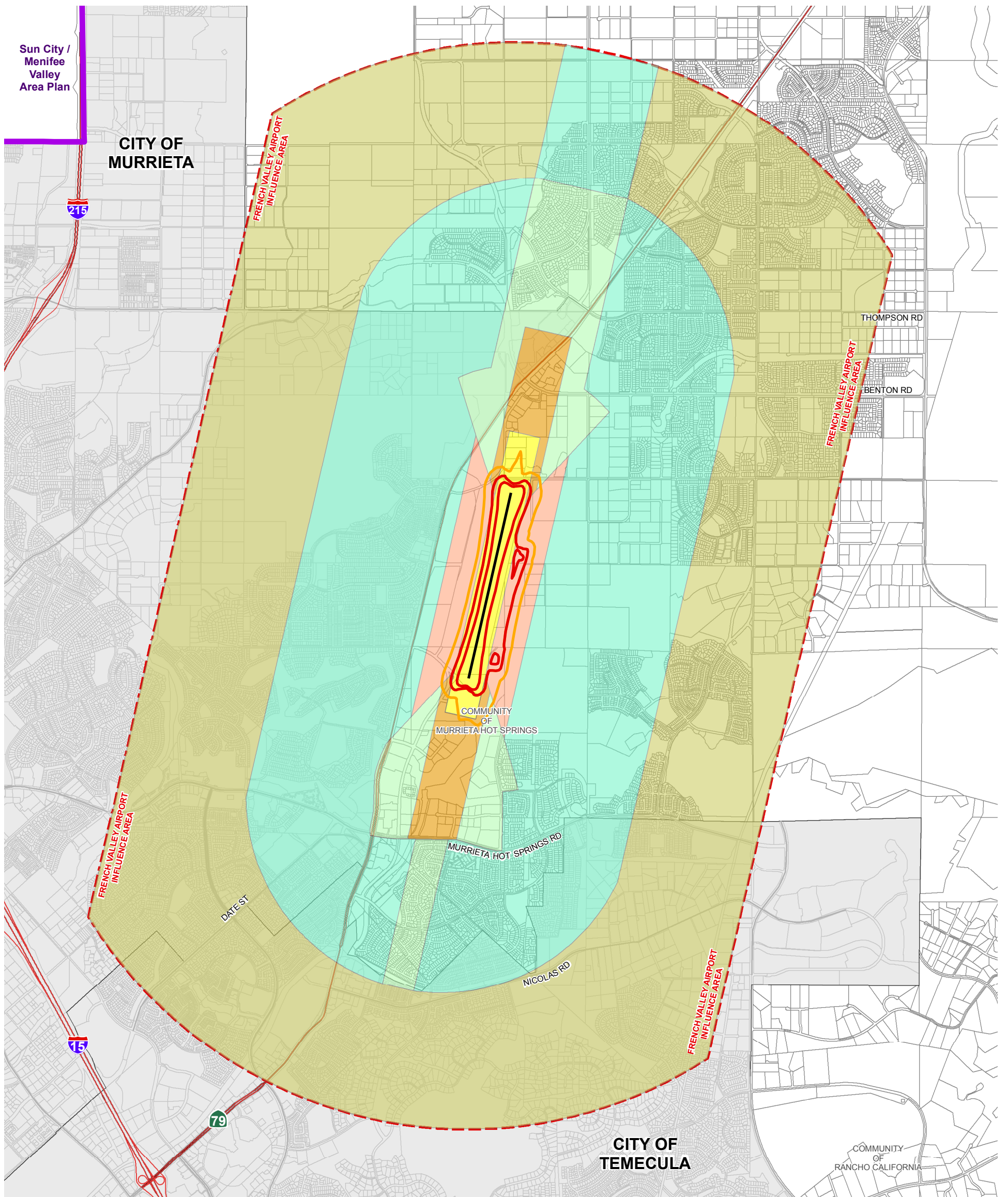
Light pollution occurs when too much artificial illumination enters the night sky and reflects off of airborne water droplets and dust particles causing a condition known as skyglow. It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property lines.

Third and Fifth Supervisorial District Design Standards and Guidelines

In July 2001, the County of Riverside adopted a set of design guidelines applicable to new development within the Third and Fifth Supervisorial Districts. The Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts are for use by property owners and design professionals submitting development applications to the Riverside County Planning Department. The guidelines have been adopted to advance several specific development goals of the Third and Fifth Districts. These goals include: ensuring that the building of new homes is interesting and varied in appearance; utilizing building materials that promote a look of quality development now and in the future; encouraging efficient land use while promoting high quality communities; incorporating conveniently located parks, trails, and open space into designs; and encouraging commercial and industrial developers to utilize designs and materials that evoke a sense of quality and permanence.

Policy:

SWAP 14.1 Adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts.



Data Source: Riverside County ALUC (2010)

COMPATIBILITY ZONES

- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

- 60 dB CNEL NOISE CONTOUR
- 65 dB CNEL NOISE CONTOUR

- Airport Runways
- Airport Influence Area

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 5

December 8, 2015

Miles

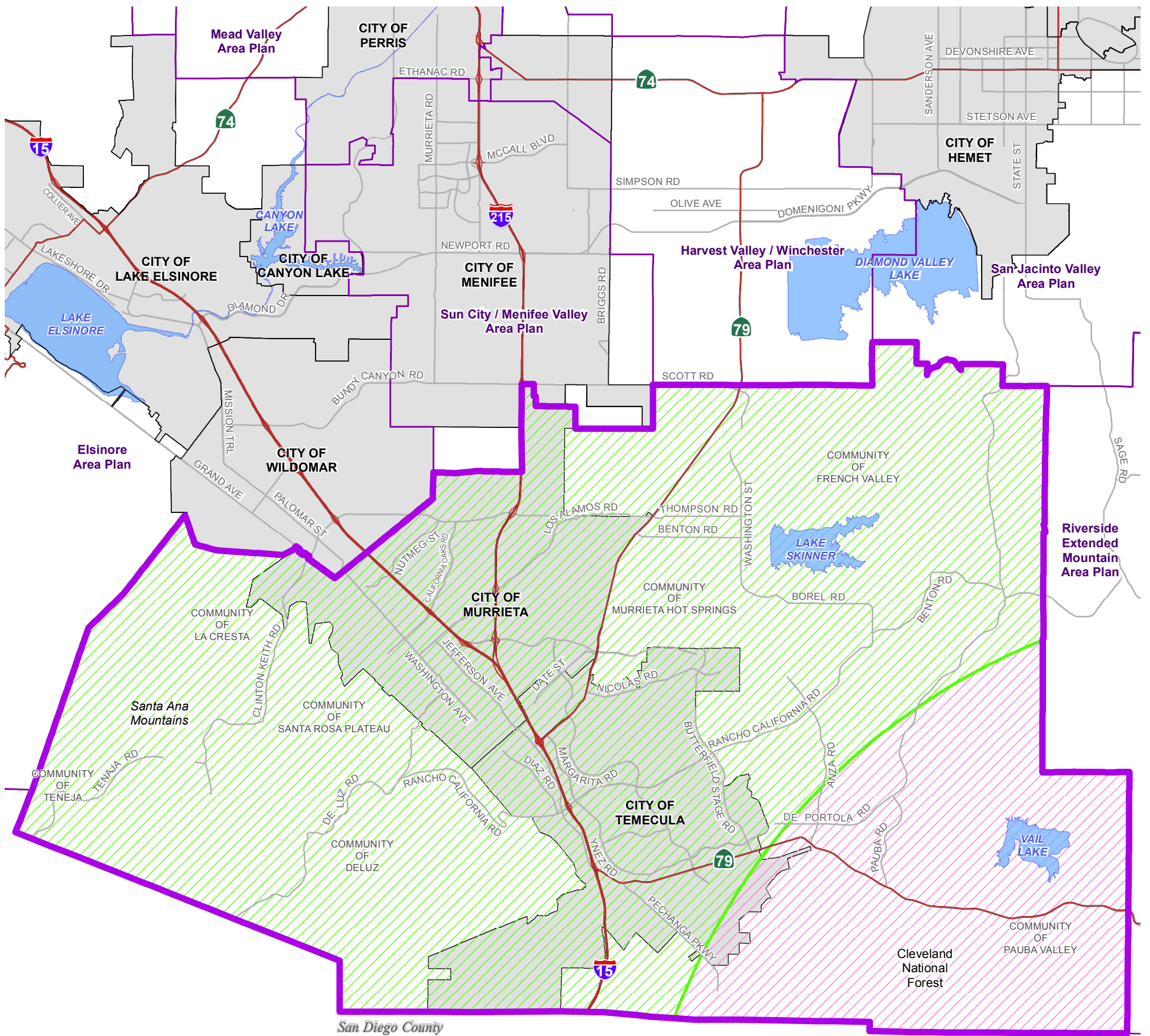
0 0.475 0.95

Disclaimer: 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.



**SOUTHWEST AREA PLAN
FRENCH VALLEY AIRPORT
INFLUENCE AREA**

This page intentionally left blank



Data Source: Riverside County (2010)







-  Zone A
-  Zone B
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 6

December 8, 2015

0 2 4 Miles

Disclaimer: 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.



**SOUTHWEST AREA PLAN
MT PALOMAR NIGHT TIME
LIGHTING POLICY AREA**

This page intentionally left blank

Agricultural Preservation

Agriculture continues to be an important component for many communities within the Southwest planning area. In addition to offering valuable agricultural production, the wineries and vineyards are a strong tourist attraction and economic asset for the Southwest planning area. The citrus and avocado groves also provide a viable agricultural product, while cattle can be found grazing on the rangeland. Not only do each of these agricultural uses provide an economic benefit, but they also help to preserve the historic character of the Southwest planning area.

Policy:

SWAP 15.1 Protect farmland and agricultural resources in the Southwest planning area through adherence to the Agricultural Resources section of the General Plan Multipurpose Open Space Element and the Agriculture section of the General Plan Land Use Element, as well as the provisions of the Citrus/Vineyard Policy Area.

“

A major thrust of the multipurpose open space system is the preservation of components of the ecosystem and landscape that embody the historic character and habitat of the County, even though some areas have been impacted by man-made changes.

”

- RCIP Vision

Ridgeline Policies

The ridgeline westerly of Interstate 15 is an outstanding visual feature that merits conservation in accordance with the Scenic Resources section of the Multipurpose Open Space Element. In order to maintain the natural appearance of this ridgeline, developments located within one-half mile of the ridgeline are reviewed in an effort to ensure that buildings and roof tops do not project above the ridgeline as viewed from the Temecula Basin.

Policy:

SWAP 16.1 Building sites shall not be permitted on the Western Ridgeline as identified on the Area Plan Land Use map. Projects proposed within the area of the Western Ridgeline shall be evaluated on a case by case basis to ensure that building pad sites are located so that buildings and roof tops do not project above the Ridgeline as viewed from the Temecula Basin. All projects within one-half mile of the Western Ridgeline shall also be evaluated on a case-by-case basis to determine if the building site will have an adverse impact to the ridgeline as viewed from the basin.

Circulation

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, automobiles, and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. The circulation system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region by a number of transportation options.

“

Investment in and expansion of the existing freeway and arterial street networks continue to be a critical part of our comprehensive transportation system development.

”

- RCIP Vision

As stated in the Vision and the Land Use Element, Riverside County is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to the Southwest Area Plan, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of the Southwest Area Plan is tied to the countywide system and its long range direction. As such, successful implementation of the policies in the Southwest Area Plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for the Southwest Area Plan is shown on [Figure 7](#), Circulation. The vehicular circulation system in the Southwest Area Plan is anchored by Interstate 15 and Interstate 215, which merge in the City of Temecula and run north toward the Cities of Corona and Moreno Valley, respectively. Another significant roadway within the planning area is State Route 79, which runs north-south through the French Valley and then continues east-west through the Pauba Valley. De Luz and Tenaja/Clinton Keith Roads are classified as Mountain Arterials southwest of Murrieta, and run east-west to connect Orange County with Interstate 15. Rancho California and De Portola Roads generally run southwest to northeast through the planning area serving the rural land east of Temecula. Washington Street is also classified as an arterial extending north/south.

Major and secondary arterials and collector roads branch off from these major roadways and provide access to local uses. The street system is more complex in urban areas than in areas that are rural or have rugged terrain.

Policies:

- SWAP 17.1 Design and develop the vehicular roadway system per [Figure 7](#)~~Figure 7~~, Circulation, and in accordance with the functional classifications and standards specified in the General Plan Circulation Element.
- SWAP 17.2 Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.
- SWAP 17.3 Support the implementation of a new interchange on Interstate 15, southerly of the State Highway 79 South interchange.

Trails and Bikeway System

The County of Riverside contains multi-purpose trails that accommodate hikers, bicyclists, and equestrian users as an integral part of Riverside County's circulation system. They serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities as well as separations between communities.

A network of trails has been planned for the Southwest planning area to make mobility for pedestrians, equestrians, and bicyclists more feasible and to provide an attractive means of recreation. The trails shown on [Figure 8](#)~~Figure 8~~, Trails and Bikeway System, are conceptual representations of the proposed system. The intent is to describe the desired routes and connections, leaving detailed right-of-way studies and precise alignments for determination at a later date or when proposed development projects are required to accommodate portions of the system. The following Southwest Area Plan policy supplements general trails policies throughout Riverside County.

Policy:

- SWAP 18.1 Implement the Trails and Bikeway System, [Figure 8](#)~~Figure 8~~, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

Scenic Highways

Scenic Highways are a unique component of the circulation system as they traverse areas of unusual scenic or aesthetic value that are not typical of other areas in Riverside County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations and to manage development along scenic highways and corridors so that it will not detract from the area's natural characteristics.

As shown on [Figure 9](#)~~Figure 9~~, Scenic Highways, three highways within the Southwest planning area have been nominated for Scenic Highway status. The portions of Interstate 215 and State Route 79 South that pass through the Southwest planning area are Eligible Scenic Highways. Interstate 215 provides the traveler with panoramic views of agricultural lands and mountain backdrops. State Route 79 South offers views as diverse as adjacent rural horse ranches in Rancho California and distant views of Palomar Mountain.



The purpose of the California Scenic Highways program, which was established in 1963, is to “Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways.”

Interstate 15 is designated as an Eligible State Scenic Highway as well because of distinct rural scenes in Murrieta, nearby and distant mountain views, and linkage to San Diego County’s system of scenic routes.

Policy:

SWAP 19.1 Protect the scenic highways in the Southwest planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

Community Environmental Transportation Acceptability Process (CETAP) Corridors

The population and employment of Riverside County are expected to significantly increase over the next twenty years. The Community Environmental Transportation Acceptability Process (CETAP) was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate the increased growth and preserve quality of life. These corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified four priority corridors for the movement of people and goods: Winchester to Temecula Corridor, East-West CETAP Corridor, Moreno Valley to San Bernardino Corridor and Riverside County - Orange County Corridor.

The Winchester to Temecula CETAP Corridor passes through the Southwest planning area. This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

Policy:

SWAP 20.1 Accommodate the Winchester to Temecula CETAP Corridor in accordance with the Community Environmental Transportation Acceptability Process section of the General Plan Circulation Element.

“

The open space system and the methods for its acquisition, maintenance, and operation are calibrated to its many functions: visual relief, natural resources protection, habitat preservation, passive and active recreation, protection from natural hazards, and various combinations of these purposes. This is what is meant by a multipurpose open space system.

”

- RCIP Vision

Multipurpose Open Space

The Southwest planning area contains a variety of open spaces that serve a multitude of functions, hence the open space label of Amulti-purpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. The Southwest planning area open space system is highly rich and varied, including such features as the Agua Tibia and the Santa Ana Mountain ranges; Murrieta, Warm Springs, and Santa Gertrudis Creeks; the richly diverse Santa Margarita River; and numerous mountains, hills, and slopes that provide open space, habitat, and recreation spaces. These quality spaces encompass a variety of habitats including riparian corridors, vernal pools, oak woodlands, chaparral habitats, groves, vineyards, and agricultural fields, as well as a number of parks and recreation areas.

This Multipurpose Open Space section is a critical component of the character of the County of Riverside and the Southwest planning area. It is the scenic meaning to the remarkable environmental setting portion of the overall

Riverside County Vision. Not only that, these open spaces also help define the edges of and separation between communities, which is another important aspect of the Vision.

The topography of the Southwest planning area is a major factor in shaping the distinct character of the region. The slopes and ridgelines defining the valleys where most development is located not only provide a scenic vista; they also account for much of the irreplaceable habitat.

It is of the utmost importance to maintain a balance between growth and natural resource preservation if the overall character cherished by residents of the Southwest planning area is to be sustained.

Local Open Space Policies

Watersheds, Floodplains, and Watercourses

The Southwest planning area contains a major portion of the Santa Margarita River watershed, which includes the Murrieta, Temecula, Warm Springs, Santa Gertrudis, and Pechanga Creeks. This watershed, and its included watercourses, provide a truly unique habitat for flora and fauna. The watercourses provide corridors through developed land as well as linking open spaces outside of development areas. This allows wildlife the ability to move from one locale to another without crossing developed land. The following policies preserve and protect these important watershed functions.

Policy:

SWAP 21.1 Protect the Santa Margarita watershed and habitat, and provide recreational opportunities and flood protection through adherence to the applicable policies found within the Multiple Species Habitat Conservation Plans, Wetlands and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element, as well as use of Best Management Practice policies.



A watershed is the entire region drained by a waterway that flows into a lake or reservoir or the ocean. It is the total area above a given point on a stream that contributes water to the flow at that point, and the topographic dividing line from which surface streams flow in two different directions. Clearly, watersheds are not just water. A single watershed may include a wide variety of resources and environments.

Oak Tree Preservation

The Southwest planning area contains significant oak woodland areas that provide habitat and help maintain the area's distinct character. These oak woodlands can be found in many of the mountainous areas, such as the Santa Rosa Plateau, the Cleveland National Forest, Lake Skinner, and the Glen Oaks community. It is necessary to protect this natural resource as a major component of the Southwest planning area's remarkable environmental setting.

Policy:

SWAP 22.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County.

Multiple Species Habitat Conservation Plan



For further information on the MSHCP please see the Multipurpose Open Space Element of the General Plan.

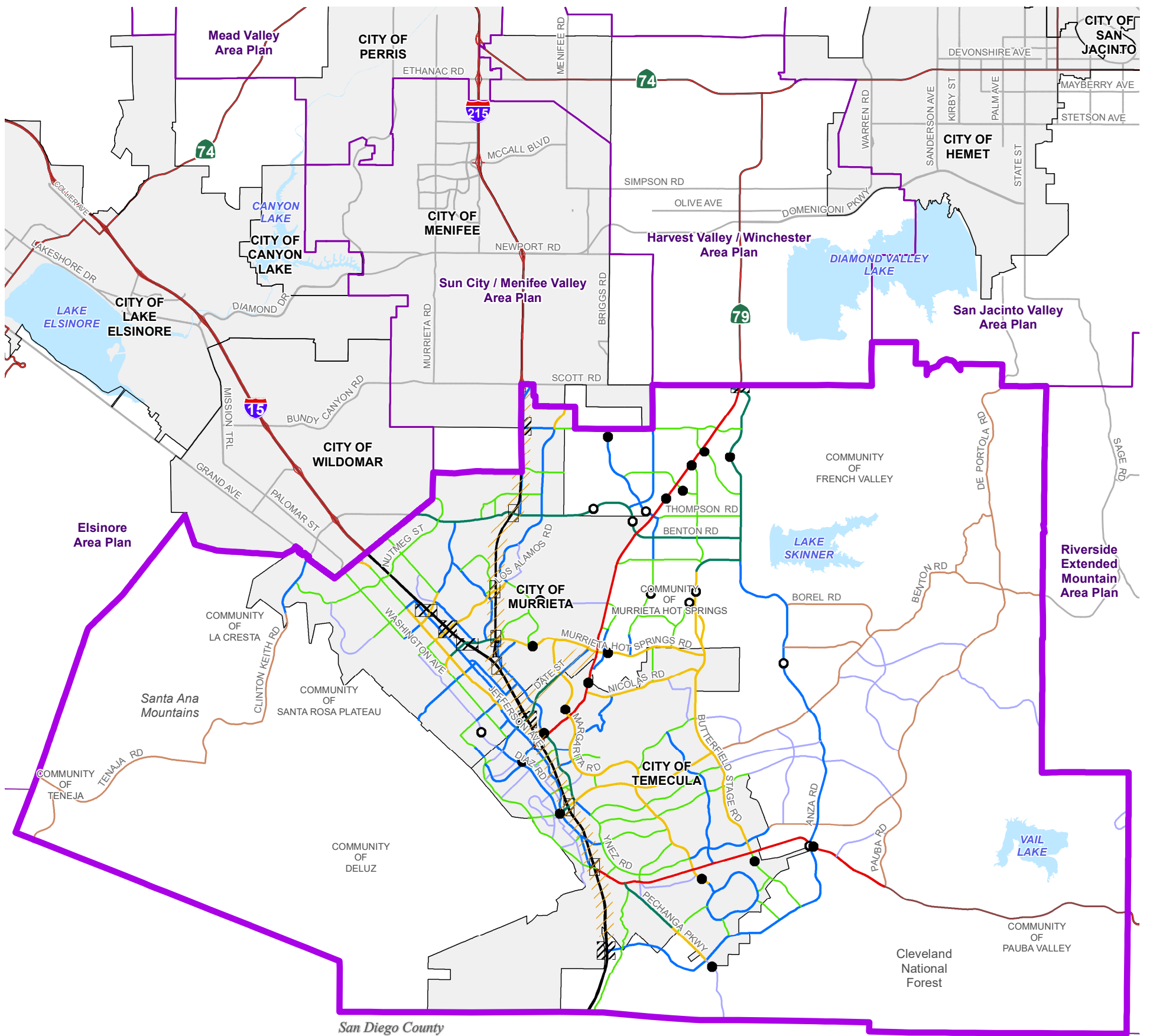


The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

MSHCP Program Description

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate “take of threatened or endangered species.” The intent of the MSHCP is for the Wildlife Agencies to grant a “take authorization” for otherwise lawful actions that may incidentally “take” or “harm” species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the Western Riverside County MSHCP allows the County of Riverside to take plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property-owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP criteria.

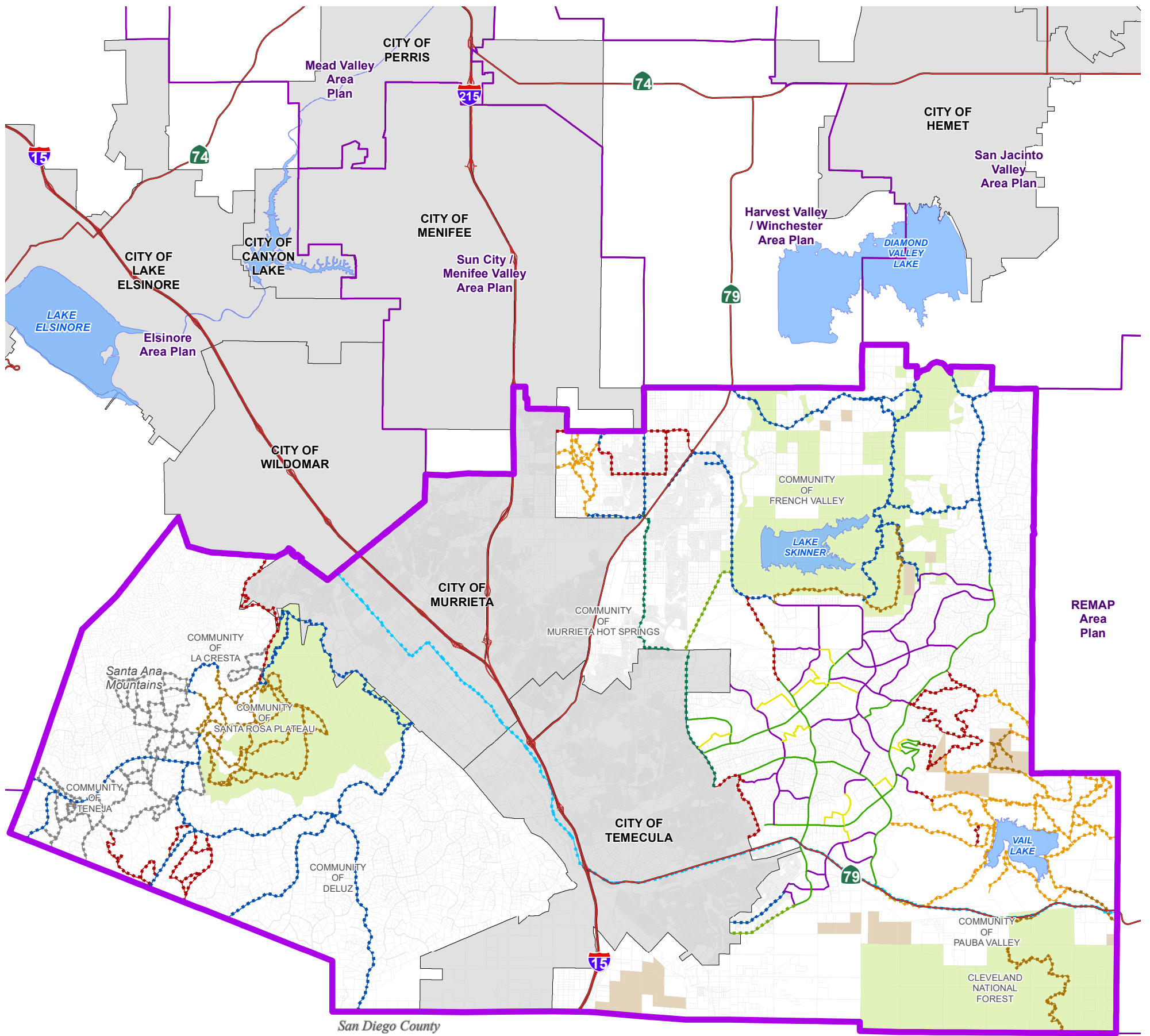


Data Source: Riverside County Transportation

- | | | | |
|-----------------------------------|------------------------------|-----------------|--------------------|
| Freeway (Variable ROW) | Existing Interchange | Existing Bridge | Highways |
| Expressway (128' to 220' ROW) | Proposed Interchange | Proposed Bridge | Area Plan Boundary |
| Urban Arterial (152' ROW) | Winchester to Temecula CETAP | City Boundary | Waterbodies |
| Arterial (128' ROW) | | | |
| Major (118' ROW) | | | |
| Secondary (100' ROW) | | | |
| Mountain Arterial 4 Ln (110' ROW) | | | |
| Mountain Arterial 2 Ln (110' ROW) | | | |
| Collector (74' ROW) | | | |

Figure 7

This page intentionally left blank



Data Source: Riverside County Parks

- Wine Country Connector Trails
- Regional Open Space Trail
- Wine Country Roadside Trail
- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail/Class I Bike Path)
- Class I Bike Path
- Class II Bike Path
- Regional Trail: Open Space
- Design Guidelines Trail
- Historic Trail (Southern Immigrant Trail, Juan Bautista De Anza National Historic Trail)
- Non-County Trail (Public and Quasi-Public Lands)
- Private Trail
- Highways
- Area Plan Boundary
- Waterbodies
- City Boundary
- Miscellaneous Public Lands
- Bureau of Land Management (BLM) Lands

Note: Trails shown in non-county jurisdictions for informational/coordination purposes only.

Data Source: Primarily Riverside County Regional Park and Open Space District, with assistance from Riverside County TLMA/Transportation and Planning Departments, Riverside County Economic Development Agency, and other local, state, and federal recreational services agencies.

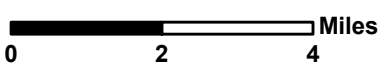
Note: Trails and bikeway maps are a graphic representation identifying the general location and classification of existing and proposed trails and bikeways in the unincorporated area of the County. All questions regarding precise alignment or improvement standards should be referred to the Riverside County Regional Park and Open Space District.

Note: Except for major regional facilities, trails and bikeways systems located within cities are generally not shown. Where trails and bikeways exist or are planned in the unincorporated area in such a manner that there are opportunities for connections with existing or planned trails and bikeways within adjacent cities, an arrow symbol is used to show the approximate location of the intended connection opportunity. The reader should contact the appropriate city for all information about that city's existing or planned trails and bikeways systems.

Figure 8



October 24, 2017

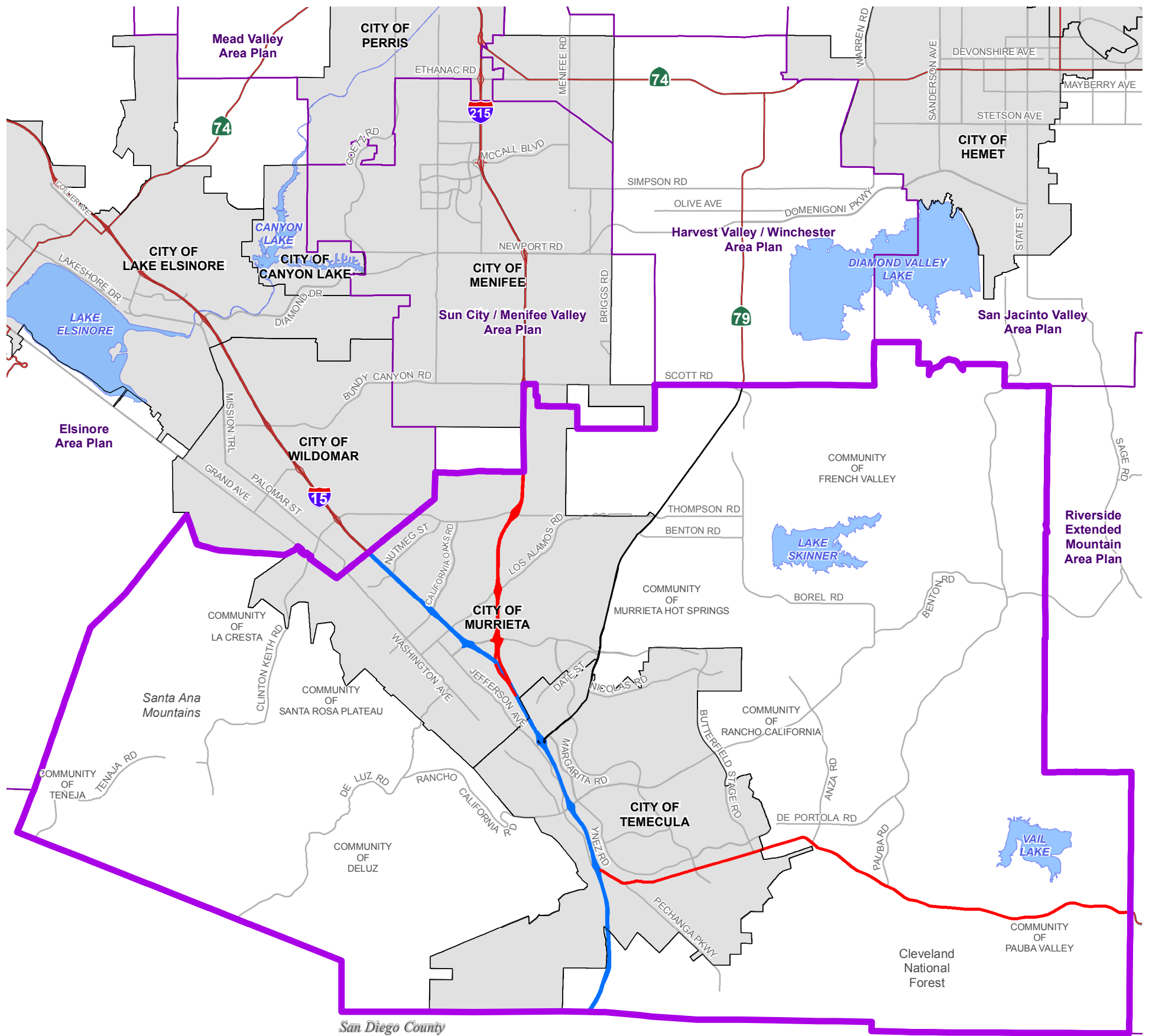


Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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.



SOUTHWEST AREA PLAN TRAILS AND BIKEWAY SYSTEM

This page intentionally left blank



Data Source: Riverside County (2013) / Cal Trans (2013)

- ~ County Eligible
- ~ State Eligible
- ~ Not Designated
- ~ Highways
- Area Plan Boundary
- + City Boundary
- ~ Waterbodies

Figure 9

December 8, 2015

0 2 4 Miles

Disclaimer: 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.



**SOUTHWEST AREA PLAN
SCENIC HIGHWAYS**

Path: X:\Projects\Planning\AreaPlan\AreaPlan\SouthWest\MapDocs\SWAP-scenichighways.mxd

This page intentionally left blank

Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.

Policies:

- | | | |
|---|--|--|
| <p>SWAP 23.1</p> <p>SWAP 23.2</p> <p>SWAP 23.3</p> <p>SWAP 23.4</p> <p>SWAP 23.5</p> <p>SWAP 23.6</p> <p>SWAP 23.7</p> <p>SWAP 23.8</p> | <p>Provide stepping-stone habitat linkages for the California gnatcatcher as well as other species through the preservation of land from the Santa Rosa Plateau to the Santa Margarita Reserve in San Diego County.</p> <p>Conserve the Tenaja corridor, which promotes large mammal movement between the Cleveland National Forest and the Santa Rosa Plateau.</p> <p>Maintain habitat connectivity within Murrieta Creek, Temecula Creek, Lower Tocalota Creek, Lower Warm Springs Creek, and Pechanga Creek to facilitate wildlife movement and dispersal, (especially for the California gnatcatcher and Quino checkerspot butterfly) and conservation of wetland species.</p> <p>Conserve habitat connections to the Agua Tibia Wilderness, Arroyo Seco, and Wilson Valley.</p> <p>Conserve the large block of habitat containing clay soils east of Interstate 215 and south of Scott Road for the Quino checkerspot butterfly and other narrow endemic species such as Munz’s onion, California Orcutt grass and spreading navarretia.</p> <p>Incorporate a watershed management program into the preservation of wildlife movement and dispersal of wetland species within Pechanga Creek.</p> <p>Consider the movement of larger mammals such as the mountain lion, bobcat, and mule deer between the Santa Ana and Mount Palomar Mountains.</p> <p>Protect sensitive biological resources in SWAP through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.</p> | <div style="text-align: center;">  </div> <p style="text-align: center;">The following sensitive, threatened and endangered species may be found within this area plan:</p> <ul style="list-style-type: none"> Quino checkerspot butterfly Arroyo toad slender-horned spineflower Munz’s onion many-stemmed dudleya thread-leaved brodiaea bobcat Vail Lake ceanothus Nevin’s barberry orange-throated whiptail California gnatcatcher Bell’s sage sparrow smooth tarplant |
|---|--|--|

Hazards

Hazards are natural and man-made conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions.

Portions of the Southwest planning area may be subject to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, [Figure 10](#) ~~Figure 10~~ to [Figure 14](#) ~~Figure 14~~. These hazards are located throughout the Southwest planning area at varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Southwest planning area.

Local Hazard Policies



Since 1965, eleven Gubernatorial and Presidential flood disaster declarations have been declared for Riverside County. State law generally makes local government agencies responsible for flood control in California.

Flooding and Dam Inundation

As shown on [Figure 10](#) ~~Figure 10~~, Flood Hazard Zone, three dams pose a flood hazard in the Southwest planning area. Failure of the 51,000-acre-foot Vail Lake facility could cause flooding in the Pauba and Murrieta Valley’s as well as a three-mile area adjacent to Interstate 15. Failure of the 43,000-acre-foot Lake Skinner Facility could result in flooding along Tualota and Warm Springs Creeks, and eventually Murrieta Creek. According to the Federal Emergency Management Agency (FEMA), failure of the 800,000-acre-foot Diamond Valley Lake, which is located immediately north in the Harvest Valley/Winchester Area Plan, could result in flooding in the French Valley and eventually the Santa Margarita River.

In addition to hazards posed by dam failures, hazards to life and property could result from a significant flood event on the Santa Margarita River, as well as Murrieta, Temecula, Warm Springs, Santa Gertrudis, and Pechanga Creeks. The areas within the 100-year flood events can be found on [Figure 10](#) ~~Figure 10~~, Flood Hazard Zone. Floodplains follow existing creeks and mostly affect lowland areas. The flood plains may also contain rare and significant ecosystems such as riparian habitats or vernal pools.

Many techniques may be used to address the danger of flooding, such as avoiding development in floodplains, altering water channels, applying specialized building techniques, elevating structures that are in flood plains, and enforcing setbacks. The following policies address the hazards associated with flooding and dam inundation.

Policies:

- SWAP 24.1 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.
- SWAP 24.2 Reduce flooding damage through adherence to design and density standards contained in the Master Drainage Plan for Murrieta Creek Area and the Murrieta Creek Drainage Plan.

- SWAP 24.3 Adhere to the flood proofing, flood protection requirements, and flood management review requirements of Riverside County Ordinance No. 458 regulating flood hazards.
- SWAP 24.4 Require proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow to be submitted to the Riverside County Flood Control and Water Conservation District for review.

Wildland Fire Hazard

Due to the rural and mountainous nature and some of the flora, such as the oak woodlands and chaparral habitat, much of the Southwest planning area is subject to a high risk of fire hazards. These risks are greatest in rural areas and along urban edges. Methods to address this hazard include techniques such as avoidance of building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and applying special building techniques. In still other cases, safety-oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to [Figure 11](#) ~~Figure 11~~, Fire Hazard Severity Zone, for the locations of the wildfire zones within the Southwest planning area.

Policy:

- SWAP 25.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

Seismic

A number of seismic and related hazards are present in the Southwest planning area. The most significant seismic hazard is the Elsinore fault, which runs north-south through the center of the Southwest planning area. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, the enforcement of setbacks from faults, and practical avoidance measures will help to mitigate the potentially dangerous circumstances. Refer to [Figure 13](#) ~~Figure 13~~, Seismic Hazards, for the location of faults and liquefaction areas within the Southwest planning area.

The Murrieta Quadrangle Seismic Hazard Zone Map was officially released by the California Geological Survey through its Seismic Hazards Zonation Program in December 5, 2007. The Murrieta Quadrangle Seismic Hazard Map Zones of Required Investigation (ZORI) for liquefaction and slope instability



Fire Fact:

Santa Ana winds create a special hazard. Named by the early settlers at the Santa Ana River valley, these hot, dry winds enhance fire danger throughout Southern California.



Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as “sand boils, sand blows” or “sand volcanoes.” Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

are respectively shown on [Figure 13](#) and [Figure 15](#). The purpose of the ZORI is to delineate areas within which soil conditions, topography and the likelihood of future ground shaking indicate sufficient hazard potential to justify a site-specific geotechnical investigation.

Policy:

SWAP 26.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

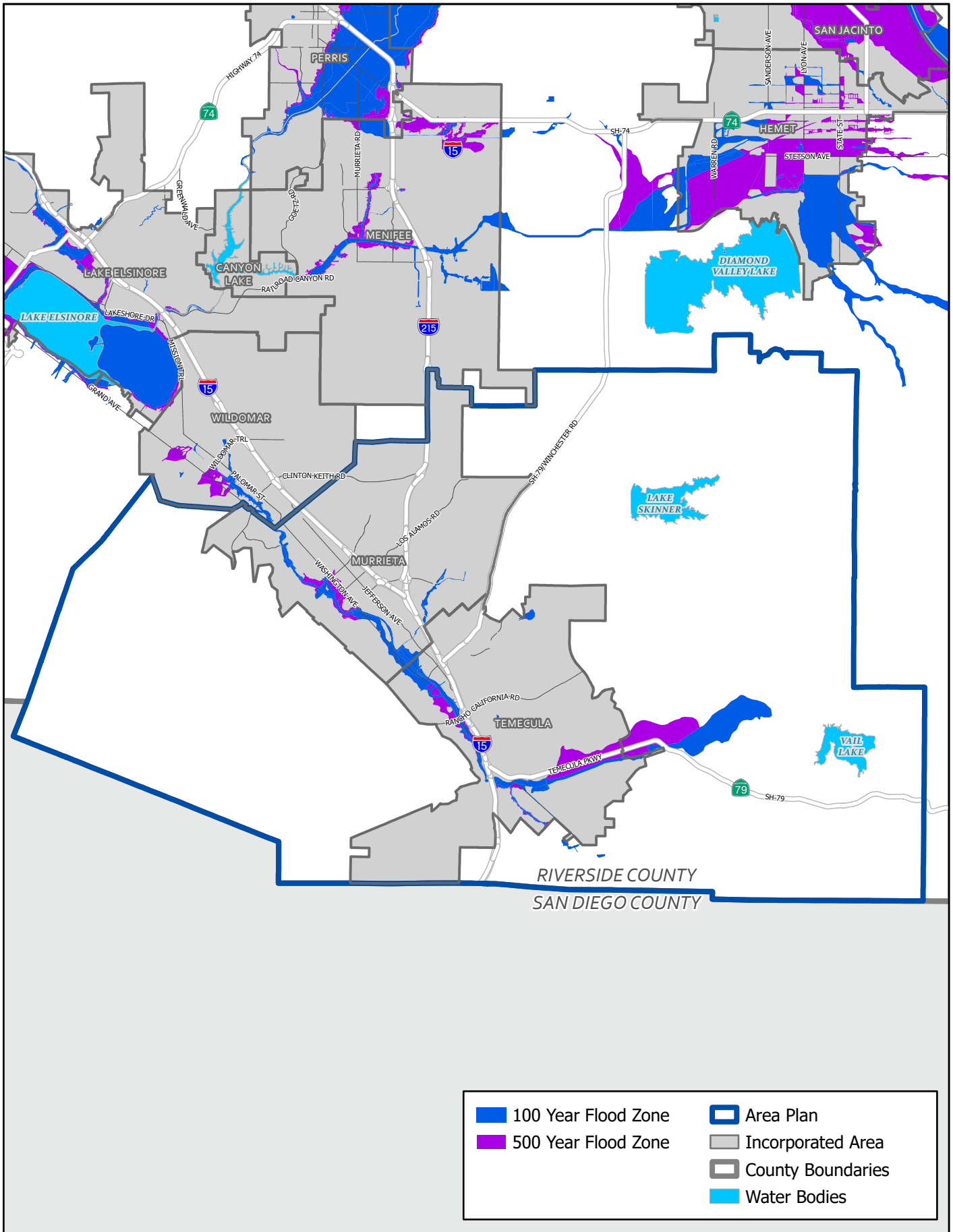
Slope

The Southwest planning area is ringed by the Santa Ana, Santa Margarita, Agua Tibia, and Black Hills mountain ranges. This rugged terrain is an integral part of the character and atmosphere of the Southwest planning area. Not only do these mountains provide a visual backdrop, but they contain important habitat and recreational opportunities. Adherence to County of Riverside development standards is necessary to ensure safety, maintain proper drainage, and limit visual impacts. The purpose is to prevent erosion and landslides, preserve significant views, and minimize grading and scarring. The following policies are intended to protect life and property while preserving the area's character. [Figure 14](#), Steep Slope, reveals the areas of steep slope for the Southwest planning area. Also refer to [Figure 15](#), Slope Instability, for areas of possible landslides.

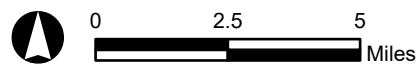
Policies:

SWAP 27.1 Identify and preserve the ridgelines that provide a significant visual resource for the Southwest planning area through adherence to the Hillside Development and Slope section of the General Plan Land Use Element.

SWAP 27.2 Protect life and property and maintain the character of the Southwest planning area through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the policies within the Rural Mountainous and Open Space land use designations of the General Plan Land Use Element, and policies in the Slope and Soil Instability Hazards section of the General Plan Safety Element.



3/2/2022

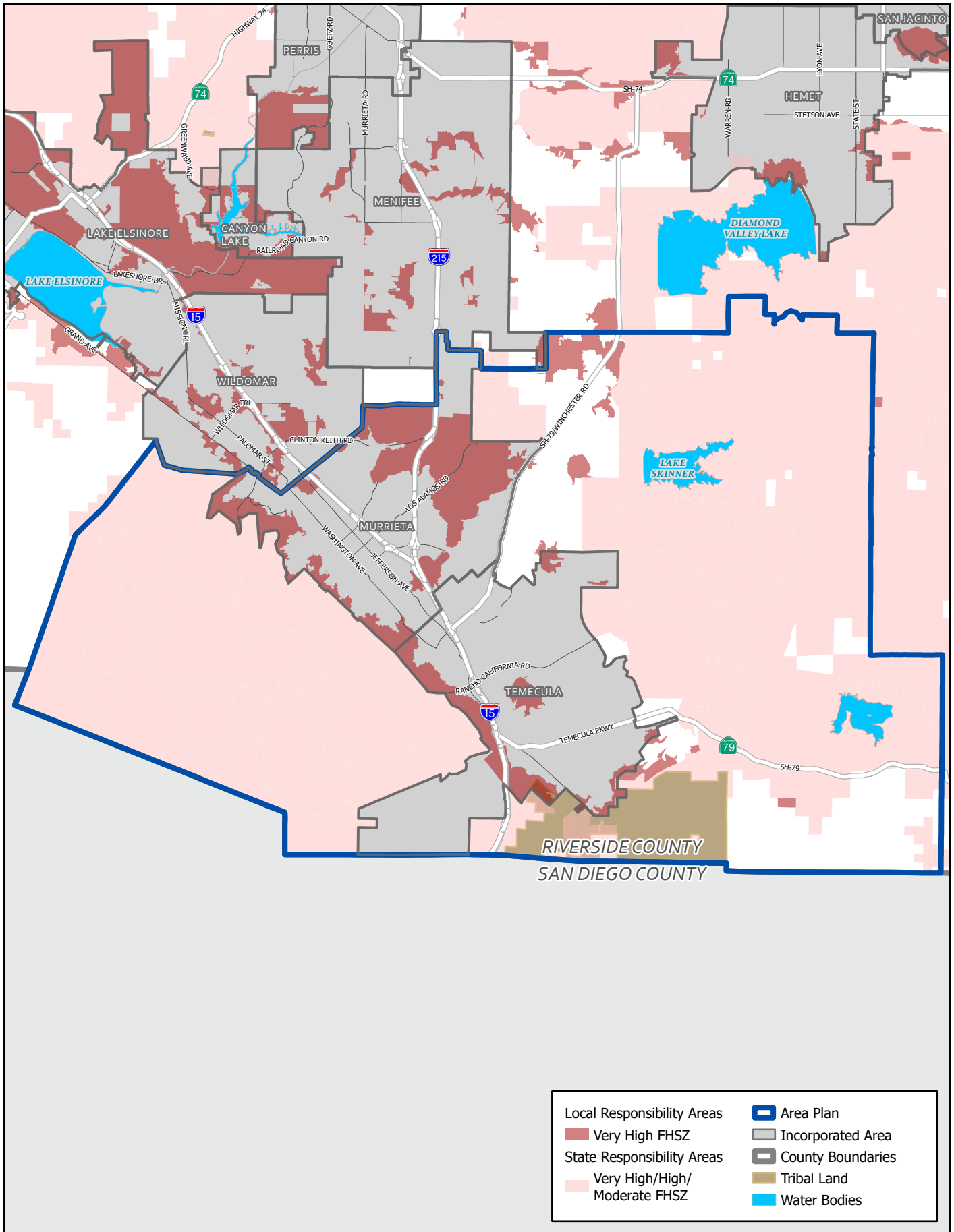


Southwest Area Plan Special Flood Hazard Areas Map

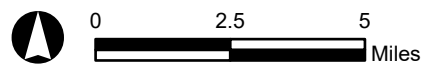
Source: ESRI, Riverside County, FEMA

Figure 10

This page intentionally left blank



3/3/2022

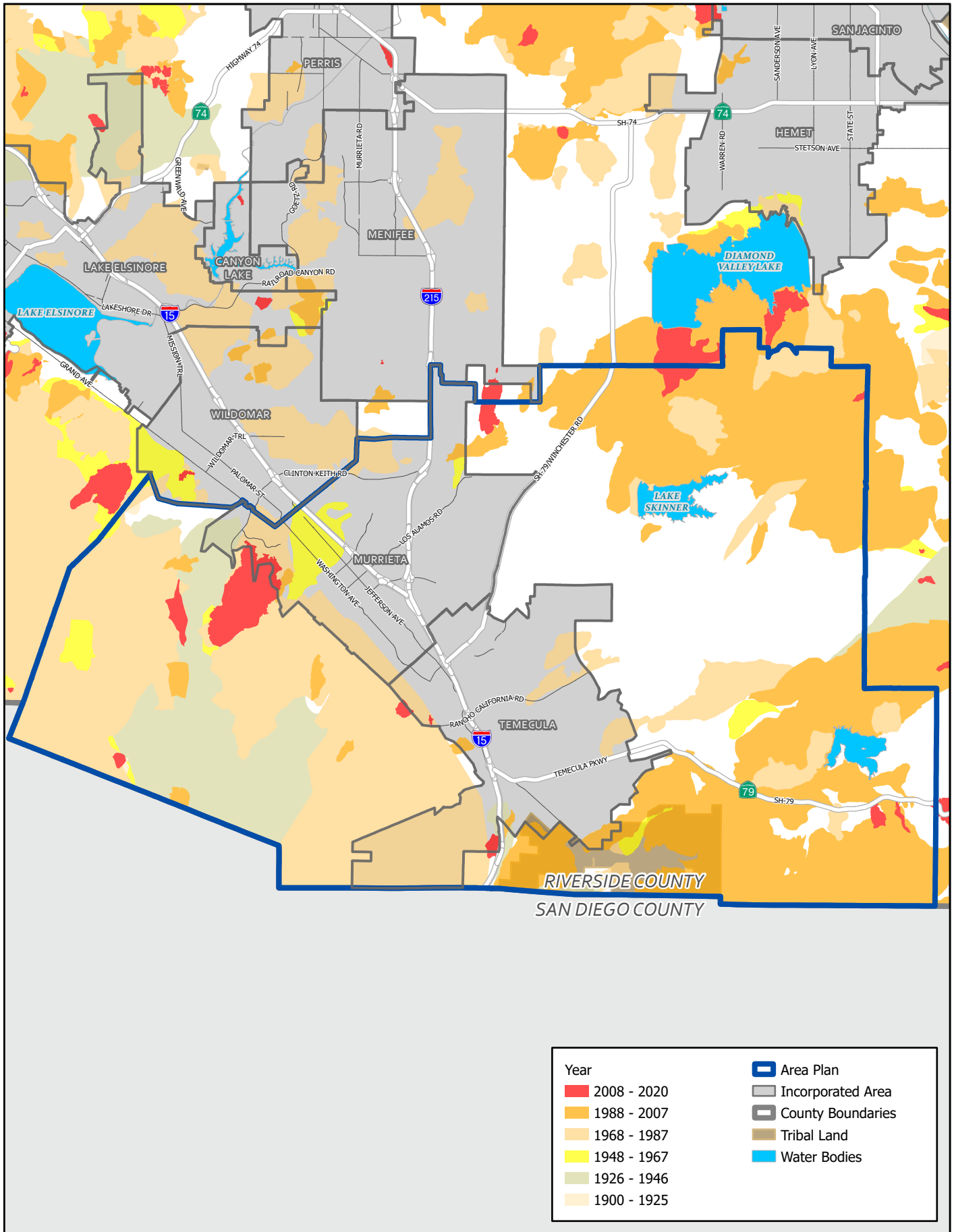


Source: ESRI, Riverside County, FRAP

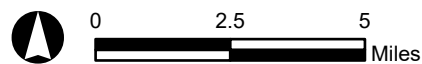
Southwest Area Plan Wildfire Susceptibility Map

Figure 11

This page intentionally left blank



3/3/2022

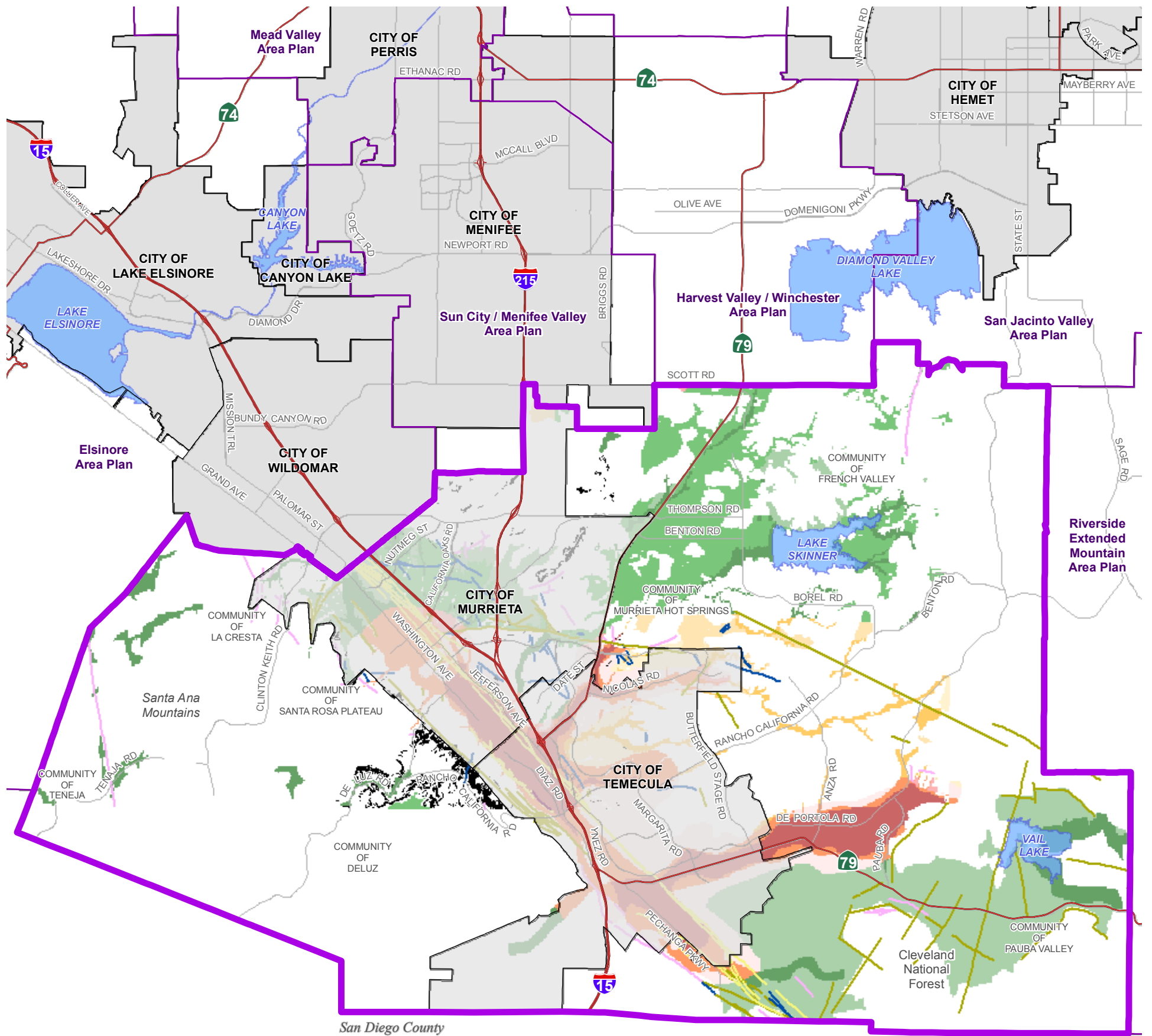


Source: ESRI, Riverside County, FRAP

Southwest Area Plan Historic Wildfire Areas

Figure 12

This page intentionally left blank



Data Source: Riverside County Geology (2013) / California Geological Survey (2008)

Fault Activity

- Historic
- Historic (Creep)
- Holocene
- Late Quaternary
- Quaternary
- Pre-Quaternary
- Murrieta Quadrangle Zone of Required Investigation

Liquefaction Susceptibility

- | | | |
|------------------------------|------------------------------|------------------------------|
| Shallow Groundwater | Deep Groundwater | No Groundwater Data |
| Susceptible Sediments | Susceptible Sediments | Susceptible Sediments |
| Very High | Moderate | Moderate |
| High | Low | Low |
| Moderate | Very Low | Very Low |
| Low | | |
| Very Low | | |

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 13

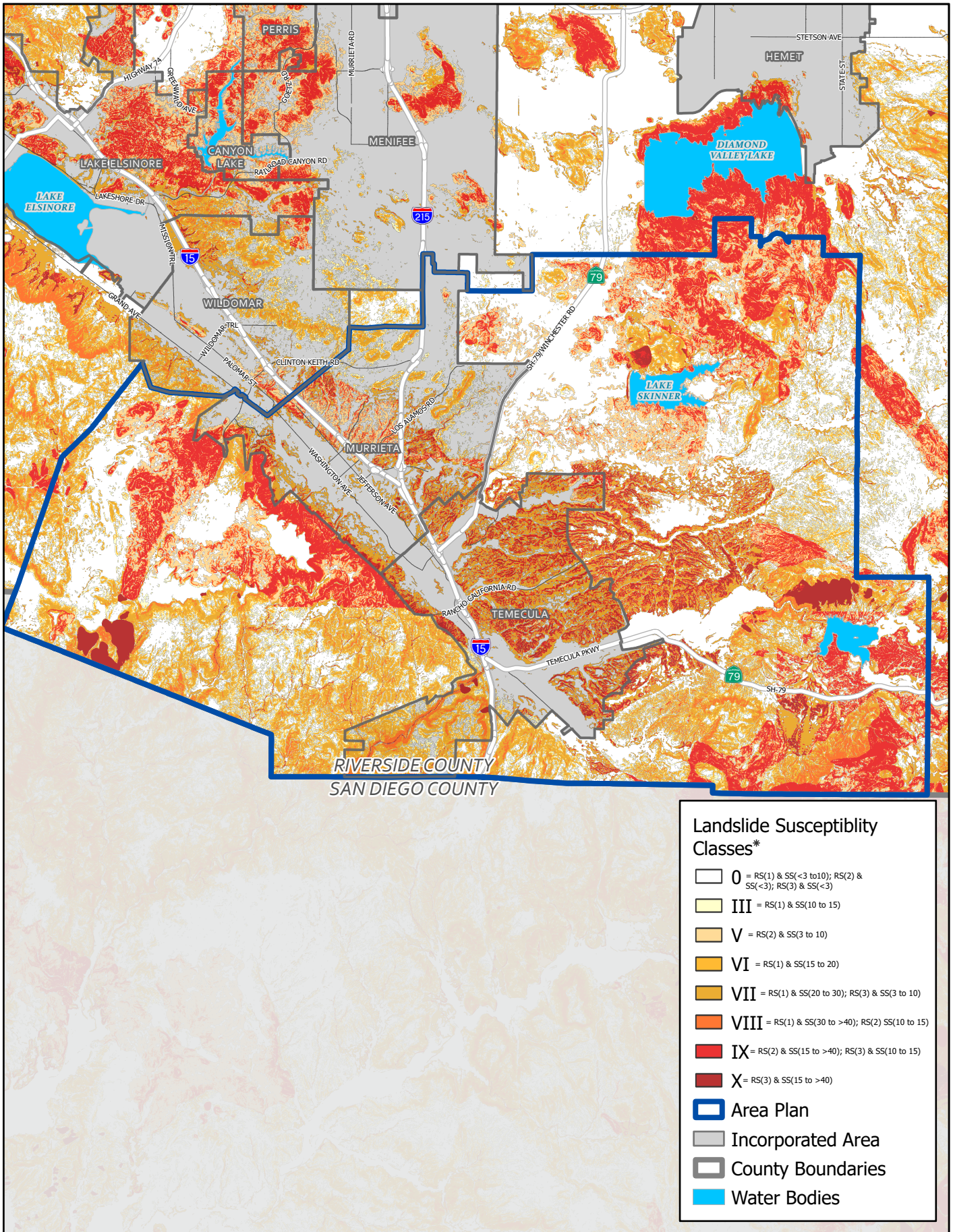
Refer to Riverside County Land Information System for parcel level detail (<http://www3.tlma.co.riverside.ca.us/pa/rclics/index.html>)

Disclaimer: 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.



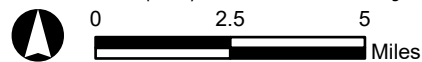
Path: \\agency\imgis\Projects\Planning\AreaPlan\AreaPlan\SWAP_SouthernHazards.mxd

This page intentionally left blank



*The landslide susceptibility matrix based on rock strength (RS) and slope steepness (SS) in degrees.

3/4/2022

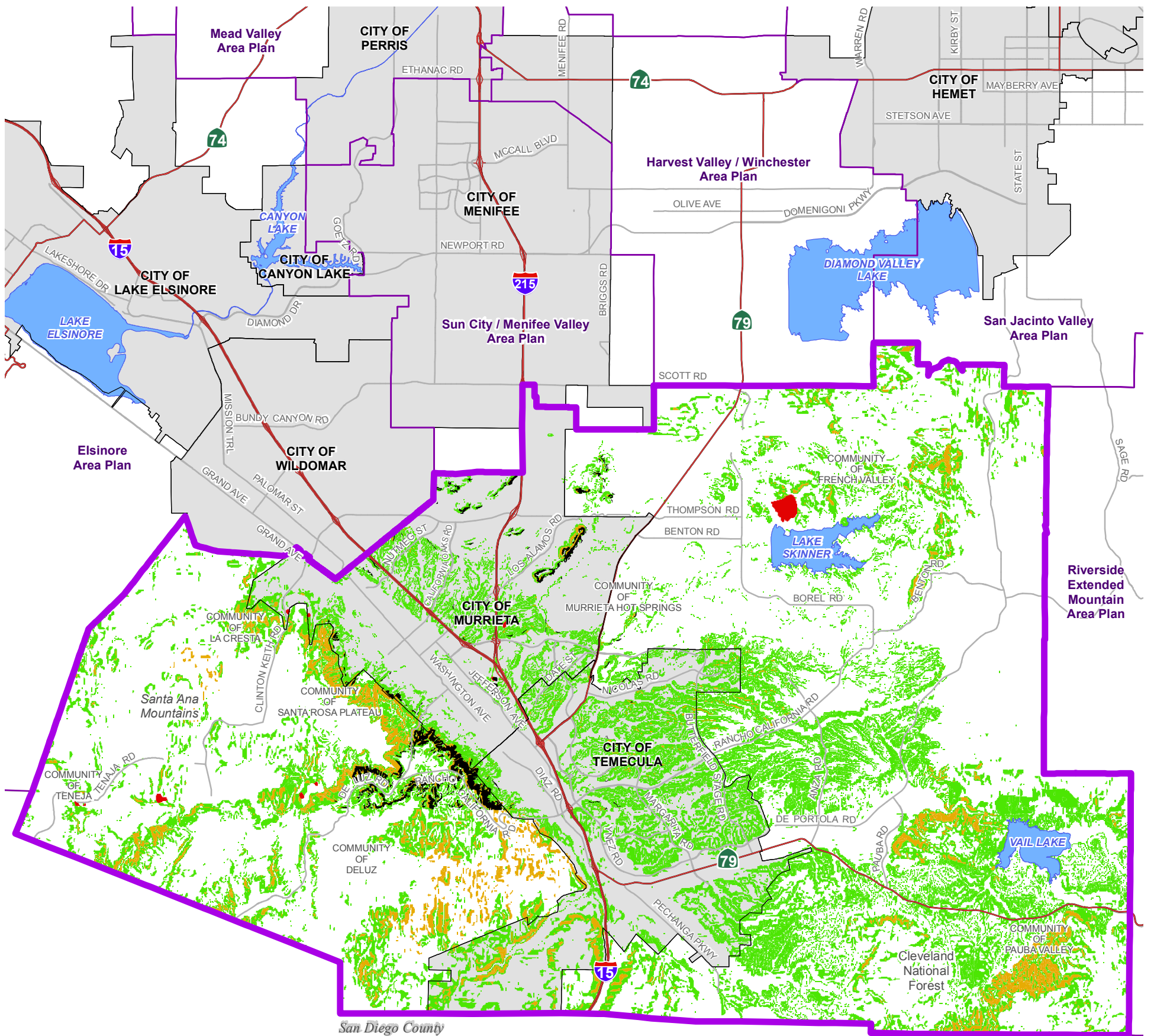


Source: ESRI, Riverside County, DOC/CGS

Southwest Area Plan Steep Slope Map

Figure 14

This page intentionally left blank



Data Source: California Geological Survey (2008)

Slope Instability

- Existing Landslides
- High susceptibility to seismically induced landslides and rockfalls.
- Low to locally moderate susceptibility to seismically induced landslides and rockfalls.

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

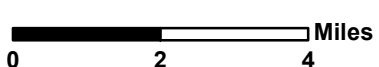
California Geological Survey Update

- Murrieta Quadrangle Zone of Required Investigation

Refer to Riverside County Land Information System for parcel level detail (<http://www3.tlma.co.riverside.ca.us/pa/rcilis/index.html>)

Figure 15

December 8, 2015



Disclaimer: 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.



**SOUTHWEST AREA PLAN
SLOPE INSTABILITY**

Path: X:\Projects\Planning\AreaPlans\SouthWest\MapDocs\SWMAP_Slope_Instability.mxd

This page intentionally left blank

TABLE OF CONTENTS

VISION SUMMARY1

INTRODUCTION.....4

 A Special Note on Implementing the Vision5

LOCATION.....6

FEATURES.....6

 SETTING6

 UNIQUE FEATURES.....6

 San Jacinto River6

 Maze Stone7

 Lower San Jacinto Valley7

 UNIQUE COMMUNITIES7

 Valle Vista/East Hemet.....7

 INCORPORATED CITIES.....7

 City of Hemet.....8

 City of San Jacinto.....8

LAND USE PLAN8

 LAND USE CONCEPT9

POLICY AREAS 13

 POLICY AREAS..... 13

 Florida Avenue Corridor 14

 Diamond Valley Lake Policy Area 14

 San Jacinto River 23

 Highway 79 Policy Area 2424

 Hemet-Ryan Airport Influence Area 24

 Specific Plans 25

LAND USE 26

 LOCAL LAND USE POLICIES 29

 Agricultural Lands 29

 Third and Fifth Supervisorial District Design Standards and Guidelines 29

 Mt. Palomar Nighttime Lighting 29

CIRCULATION 30

 LOCAL CIRCULATION POLICIES..... 30

 Vehicular Circulation System 30

 Trails and Bikeway System 31

 Scenic Highways 31

 Community Environmental Transportation Acceptability Process (CETAP) Corridors 32

MULTIPURPOSE OPEN SPACE 41

 LOCAL OPEN SPACE POLICIES 41

 Ridgelines 41

 MULTIPLE SPECIES HABITAT CONSERVATION PLAN..... 41

 MSHCP Program Description..... 42

Key Biological Issues..... 42

HAZARDS..... 43

LOCAL HAZARD POLICIES 44

 Flooding and Dam Inundation 44

 Wildland Fire Hazard..... 44

 Seismic 45

 Slope 45

LIST OF FIGURES

Figure 1: San Jacinto Valley Area Plan Location 15

Figure 2: San Jacinto Valley Area Plan Physical Features 17

Figure 3: San Jacinto Valley Area Plan Land Use Plan 19

Figure 4: San Jacinto Valley Area Plan Overlays and Policy Areas..... 21

Figure 5: San Jacinto Valley Area Plan Hemet-Ryan Airport Influence Area..... 27

Figure 6: San Jacinto Valley Area Plan Mt. Palomar Nighttime Lighting Policy Area 33

Figure 7: San Jacinto Valley Area Plan Circulation 35

Figure 8: San Jacinto Valley Area Plan Trails and Bikeway System..... 37

Figure 9: San Jacinto Valley Area Plan Scenic Highways..... 39

Figure 10: San Jacinto Valley Area Plan Flood Hazard Zone 47

Figure 11: San Jacinto Valley Area Plan Fire Hazard Severity Zone 49

Figure 12: San Jacinto Valley Area Plan Historic Wildfire Areas 51

Figure 13: San Jacinto Valley Area Plan Seismic Hazards 53

Figure 14: San Jacinto Valley Area Plan Steep Slope 55

Figure 15: San Jacinto Valley Area Plan Slope Instability..... 57

LIST OF TABLES

Table 1: Land Use Designations Summary 9

Table 2: Statistical Summary of San Jacinto Valley Area Plan 12

Table 2: Adopted Specific Plan in San Jacinto Valley Area Plan 25

Table 3: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to Hemet-Ryan Airport) ^{1,2,3} 26

General Plan Amendments approved since 12/31/09:

- GPA No. 1075, BOS RSLN 2011-156, 10/18/11;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15;
- GPA No. 1122, BOS RSLN 2016-234, 12/06/16;
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;
- GPA No. 934, 983, BOS RSLN 2016-098, 03/29/16;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21



San Jacinto Valley Area Plan

Vision Summary

The County of Riverside General Plan and Area Plans have been steered by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of San Jacinto Valley as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, fast forward yourself to 2020 and here is what it will be like.

“Riverside County is a family of special communities in a remarkable environmental setting.”

It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. Twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through Riverside County, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities; and
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County of Riverside. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible.

Our Communities and Neighborhoods

Your choice in the kind of community and neighborhood you prefer is almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.

Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is

now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

Introduction

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



Quotes: quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



Factoids: interesting information about Riverside County that is related to the element



References: contacts and resources that can be consulted for additional information



Definitions: clarification of terms and vocabulary used in certain policies or text.

As with several other area plans, the San Jacinto Valley Area Plan wraps around existing cities and establishes mapped land use designations for unincorporated territory. However, this Plan does more than that. It establishes policy direction for a highly significant set of resources. Nestled up against the foothills leading to the towering San Jacinto Mountains, the San Jacinto Valley offers an excellent example of what a remarkable environmental setting means in the Riverside County Vision. The dominant framework for the valley is composed partly of hills and mountains and partly of water. The San Jacinto River edges along the base of the mountains all along the northeasterly portion of the valley. At the opposite corner of the Plan, Diamond Valley Lake lies in the forefront of the much lower but still scenic Dawson Mountains. This is a valley, then, of land and water contrastsBa powerful combination in a semi-arid climate. These qualities set the foundation for development and conservation direction here.

The San Jacinto Valley Area Plan doesn't just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in the continued prosperity of this distinctive region to understand where the future is headed. Background information also provides insights that help in understanding the issues that require special focus here and the reasons for the more localized policy direction found in this document.

Each section of the area plan addresses critical issues facing the San Jacinto Valley area. Perhaps a description of these sections will help in understanding the organization of the area plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the area plan fits with what is around it and how it relates to the cities that impact it. Physical features are described in a section that highlights the planning area's communities, surrounding environment, and natural resources. This leads naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and area plan levels.

While a number of these designations reflect the unique features found only in the San Jacinto Valley, a number of special policies are still necessary to address unique situations. The Policy Areas section presents these policies. Land use related issues are addressed in the Land Use section. The plan also describes relevant transportation issues, routes, and modes of transportation in the

Circulation section. The key to understanding the valued open space network is described in the Multipurpose Open Space section. There are both natural and man made hazards to consider, and they are spelled out in the Hazards section.

A Special Note on Implementing the Vision

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflects the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Policies at the General Plan and area plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and the conditions in the San Jacinto Valley.

To illustrate how the Vision has shaped this area plan, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.

Pattern of Development and Open Space. The plan more accurately reflects the natural resources in the San Jacinto Mountains and along the San Jacinto River with appropriate land use designations, and avoids high intensity development in natural hazard areas. Land use densities step down into areas constrained by natural features, resources or habitats.

San Jacinto River. The San Jacinto River is recognized as an important corridor for species migration and habitat preservation as well as protection from natural hazards. The river is home to many habitats that contain rare and endemic species. Moreover, it offers outstanding value in the area of drainage, flood control, water conservation, and natural hazard protection.

Agricultural Preservation. Agriculture has long been an integral part of the economy and culture of the San Jacinto Valley. The remaining agricultural areas of the Valley, primarily in the Bautista Canyon area of the plan, have been preserved in the Agriculture foundation component. Agricultural uses within the San Jacinto River floodplain, including farming, ranching and dairy and poultry operations are either recognized with Agriculture designations, or the uses will be permitted to continue within Open Space designations.

Data in this area plan is current as of March 23, 2010. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.



Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors. However, it may also contain state and federal properties that lie outside of Board authority.

Location

One looks outward from the San Jacinto Valley Area Plan toward six area plans that constitute a major portion of the vast development and conservation potential in western Riverside County. Starting to the southwest and moving clockwise, we find the adjacent Southwest Area Plan, and the plans for the Harvest Valley/Winchester, Lakeview/Nuevo, Reche Canyon/Badlands, The Pass, and the massive territory of the Riverside Extended Mountain Area Plan (REMAP). In addition, the cities of Hemet and San Jacinto share this valley with Riverside County lands. These relationships can be better visualized by reference to Figure 1, Location, which also depicts the unincorporated places that have a strong local identity. As a framework for these locales, some of the more prominent physical features are also shown on Figure 1.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That characterization certainly applies here. The San Jacinto Valley area offers vistas in every direction. This section describes the setting, features and functions that are unique to this notable area. These defining characteristics are shown on Figure 2, Physical Features.

Setting

The San Jacinto Valley lies between the Lakeview Mountains in the northwest, the Dawson Mountains in the southwest and the San Jacinto Mountains along its northeastern flank (also a portion of the San Bernardino National Forest). This Valley floor encompasses the cities of Hemet and San Jacinto, and the East Hemet and Valle Vista areas. The western and southern portion of the plan area is largely rural, mountainous and agricultural, including agricultural operations north and south of the San Jacinto River. The Valle Vista/East Hemet area is largely urbanized. Sloping terrain, groves and scattered hillside dwellings extend to the south of Valle Vista all the way into Bautista Canyon and along Bautista Creek. Vistas to and from the valley are exceptional.

Unique Features

Several significant physical features characterize the San Jacinto Valley area and have a material effect on existing and proposed land use patterns. The San Jacinto River traverses the northern half of the valley from northwest to southeast. This reach of the river provides significant habitat, presents flood and dam inundation constraints, and is a major scenic resource for the Valley. The river's form changes from its natural state to a physically constrained drainage channel within the more urbanized areas. The Diamond Valley Lake in the southwestern portion of the Area Plan is expected to be a significant recreational destination. The varying terrain within which existing and potential development areas are located provides for a variety of unique housing opportunities and views, as well as scenic backdrops for visitors and residents.

San Jacinto River

The San Jacinto River, with wide bends, travels in a general east/west path across western Riverside County. Existing land uses along the River vary significantly. Potential new uses are constrained by the steep slopes of the San Jacinto Mountains, the 100-year floodplain, and dam inundation hazards along the River. Dairy farms exist in the western portion of this riverene area. The Soboba Indian Reservation encompasses the eastern portion of this

San Jacinto Valley Area Plan

part of the San Jacinto Valley. A variety of uses including a church campus, mobile homes and recreational amenities are located in a swath of land between Gilman Springs Road and the San Jacinto River.

Maze Stone

This area is isolated by the Lakeview Mountains to the northwest and the cities of Hemet and San Jacinto to the east. Existing land uses include rural residential uses, equestrian estates, a mobile home park, agricultural lands and Maze Stone Park, home to a Native American pictograph.

Lower San Jacinto Valley

The largest portion of the plan area, the Lower San Jacinto Valley, contains a diverse array of physical features and land uses, generally rural and agrarian in nature. The Diamond Valley Lake, Metropolitan Water District's new 800,000-acre-foot reservoir, is located in the western edge of this area. A substantial amount of recreational development is planned in conjunction with the reservoir, though mainly near its western dam within the Harvest Valley/Winchester Area Plan, but also near its eastern dam. A few areas of residential development are appropriate here. The remaining land area is constrained by slope and is generally in agricultural production. The Ramona Bowl, home to the Ramona Pageant, a renowned local theatrical production, is located in this area as well.

Unique Communities

Valle Vista/East Hemet

This community is an urban extension to the east from the City of Hemet. It has a core of older single family residential development, interspersed with mobile homes on small lots. Florida Avenue, lined with locally oriented businesses and commercial uses, bisects this community. This area also includes Hemet High School. Some vacant land still exists within this community to accommodate further infill development of both a residential and commercial nature.

Incorporated Cities

Included within this area plan are the incorporated cities of San Jacinto and Hemet. Both cities' spheres of influence lie within the San Jacinto Valley Area Plan. San Jacinto's sphere of influence extends north along the San Jacinto River. Hemet's sphere of influence extends to the west and south of its borders, and eastward all the way to the base of the San Jacinto Mountains.



A Community of Interest (COI) is a study area designated by LAFCO within unincorporated territory that may be annexed to one or more cities or special districts, incorporated as a new city, or designated as an **Unincorporated Community (UC)** within two years of status attainment.

Designation of an area as a UC may require removal from a municipal sphere of influence since the two designations are mutually exclusive.



A “**sphere of influence**” is the area outside of and adjacent to a city’s border that has been identified by the County Local Agency Formation Commission as a future logical extension of its jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.

“

Each of our rural areas and communities has a special character that distinguishes them from urban areas and from each other. They benefit from some conveniences such as small-scale local commercial services and all-weather access roads, yet maintain an unhurried, uncrowded lifestyle.

”

- RCIP Vision

City of Hemet

Hemet was founded in 1887 and incorporated on January 20, 1910, with 992 persons. As of 2009, its population had grown to 74,361 persons. Hemet encompasses approximately 27.7 square miles.

City of San Jacinto

San Jacinto is the oldest incorporated city in Riverside County, founded on April 9, 1888. The City of San Jacinto encompasses an area of approximately 26.0 square miles and had a population of 36,477 as of 2009.

Land Use Plan

The San Jacinto Valley Land Use Plan focuses on preserving the unique features in the San Jacinto Valley area and, at the same time, guides the accommodation of future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The San Jacinto Valley Land Use Plan, Figure 3, depicts the geographic distribution of land uses within this area. The Plan is organized around 24 Area Plan land use designations. These land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community, and Community Development. Table 1, Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community and Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral

and written testimony of Riverside County residents, property owners, and representatives of cities, Indian tribes, and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in Figure 3, Land Use Plan, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the San Jacinto Valley Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population, and employment capacities.

Land Use Concept

The Land Use Plan, Figure 3, implements the concepts of the adopted RCIP Vision. This plan is designed to maintain the predominantly rural, agrarian and open space character of the unincorporated portions of the San Jacinto Valley and to focus growth in ways that respect the existing urban fabric, slopes, and natural hazard considerations. This is accomplished by providing an opportunity for community development in the East Hemet and Valle Vista areas, by preserving selected natural features (especially riparian), and protecting residents from natural hazards.

Most of the East Hemet and Valle Vista area is designated Medium Density Residential. Commercial Retail uses dominate along Florida Avenue. There are also a number of areas designated for higher density residential development; in most cases, these designations reflect existing apartments or mobile home parks.

San Jacinto Valley contains numerous significant natural features and hazards. Land adjacent to the San Jacinto River in the northern portion of the plan is severely constrained for development due to steep slopes, the 100-year floodplain, dam inundation, seismic zones, and existing habitat. As such, much of the area within the flood plain along the river, except for the existing dairies and the Gilman Springs mixed use area, is designated as Open Space - Conservation. The steep, inaccessible slopes of the San Jacinto Mountains are also recognized by the Open Space-Conservation designation.

This land use plan has several consequences and benefits. Acquisition and/or density transfer mechanisms may be required to conserve the land along the San Jacinto River if and when it transitions out of agricultural and other existing uses. Severely constrained lands subject to natural hazards are slated primarily for preservation. Community separators and greenbelts are provided by many of these conservation oriented designations. Finally, Community Development land uses are generally focused on areas adjacent to the existing urban fabric, and areas where development has already been approved, while rural, agriculture and open space uses lie on the periphery.

Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2, 3, 4}	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
Rural	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2, 3, 4}	Notes
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat(CH)	N/A	<ul style="list-style-type: none"> Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.
	Water (W)	N/A	<ul style="list-style-type: none"> Includes bodies of water and natural or artificial drainage corridors. Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	Recreation (R)	N/A	<ul style="list-style-type: none"> Recreational uses including parks, trails, athletic fields, and golf courses. Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> One single-family residence allowed per 20 acres. Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> Mineral extraction and processing facilities. Areas held in reserve for future mineral extraction and processing.
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	14 - 40 du/ac	<ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2, 3, 4}	Notes
Community Development	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses .
	Heavy Industrial (HI)	0.15 - 0.50 FAR	<ul style="list-style-type: none"> More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
	Public Facilities (PF)	≤ 0.60 FAR	<ul style="list-style-type: none"> Civic uses such as County of Riverside administrative buildings and schools.
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
	Mixed-Use Area		<ul style="list-style-type: none"> This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Overlays and Policy Areas

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	<ul style="list-style-type: none"> Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	<ul style="list-style-type: none"> Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	<ul style="list-style-type: none"> This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

Table 1, continued

NOTES:

- 1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.
 - 2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.
 - 3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.
 - 4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ½ acre per structure.
- HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21)

Table 2: Statistical Summary of San Jacinto Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁶				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	8,539	426	1,141	427
<i>Agriculture Foundation Sub-Total:</i>	8,539	427	1,144	427
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	2,301	340	911	NA
Rural Mountainous (RM)	12,734	636	1,704	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	15,035	976	2,615	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	521	183	490	NA
Very Low Density Residential (RC-VLDR)	173	130	348	NA
Low Density Residential (RC-LDR)	1,047	1,570	4,206	NA
<i>Rural Community Foundation Sub-Total:</i>	1,741	1,883	5,044	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	5,987	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	4,267	NA	NA	NA
Open Space-Water (OS-W)	3,784	NA	NA	NA
Open Space-Recreation (OS-R)	933	NA	NA	140
Open Space-Rural (OS-RUR)	4,299	107	288	NA
Open Space-Mineral Resources (OS-MIN)	511	NA	NA	15
<i>Open Space Foundation Sub-Total:</i>	19,781	107	288	155
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	7	2	5	NA
Very Low Density Residential (VLDR)	1,354	1,016	2,722	NA
Low Density Residential (LDR)	232	374	930	NA
Medium Density Residential (MDR)	3,954	13,838	37,072	NA
Medium-High Density Residential (MHDR)	246	1,596	4,276	NA
High Density Residential (HDR)	176	1,941	5,200	NA
Very High Density Residential (VHDR)	43	729	1,953	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail ² (CR)	129	NA	NA	1,940
Commercial Tourist (CT)	241	NA	NA	3,936
Commercial Office (CO)	1	NA	NA	57
Light Industrial (LI)	0	NA	NA	0
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	0	NA	NA	0
Public Facilities (PF)	1,317	NA	NA	1,317

San Jacinto Valley Area Plan

Table 2, continued

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
Community Center (CC) ³	0	0	0	0
Mixed-Use Area (MUA) ¹	483	1,546	4,142	10,521
<i>Community Development Foundation Sub-Total:</i>	<i>8,183</i>	<i>21,015</i>	<i>56,300</i>	<i>17,771</i>
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	53,279	24,407	65,388	18,353
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	34,407	---	---	---
Indian Lands	4,727	---	---	---
Freeways	150	---	---	---
<i>Other Lands Sub-Total:</i>	<i>39,284</i>			
TOTAL FOR ALL LANDS:	92,563	24,407	65,388	18,353
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
POLICY AREAS⁴				
Highway 79	4,120	---	---	---
Diamond Valley Lake	4,770	---	---	---
Florida Avenue	204	---	---	---
San Jacinto River	5,679	---	---	---
Hemet-Ryan Airport Influence Area	994	---	---	---
<i>Total Area Within Policy Areas:⁴</i>	<i>15,767</i>			
TOTAL AREA WITHIN SUPPLEMENTALS:⁵	15,767			

FOOTNOTES:

1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.

2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.

3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.

4 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.

5 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

6 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

* Table was updated to incorporate GPA Nos. 934 and 983; as well as city incorporations, adopted after December 08, 2015

* Table was updated to change the Mixed-Use Planning Area to Mixed-Use Area, to be consistent with GPA No. 1122 Land Use Element

Policy Areas

A Policy Area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. Policy Area locations and boundaries are shown on Figure 4, Overlays and Policy Areas, and are described in detail below.

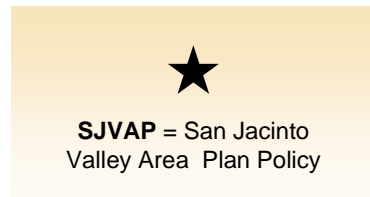
Policy Areas

Five Policy Areas have been designated within the San Jacinto Valley Area Plan. They are important locales that have special significance to the residents of this part of Riverside County. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the San Jacinto Valley than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. These boundaries, with the exception of the Airport Influence Areas, are only approximate and may be interpreted more precisely as decisions

are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.

Florida Avenue Corridor

The commercial uses along Florida Avenue in East Hemet and Valle Vista have been individually developed and exhibit no common theme.



Policy:

SJVAP 1.1 Improve the quality and functionality of commercial development along Florida Avenue by establishing design guidelines to address such factors as setbacks, building facades, landscaping, signage and shared access.

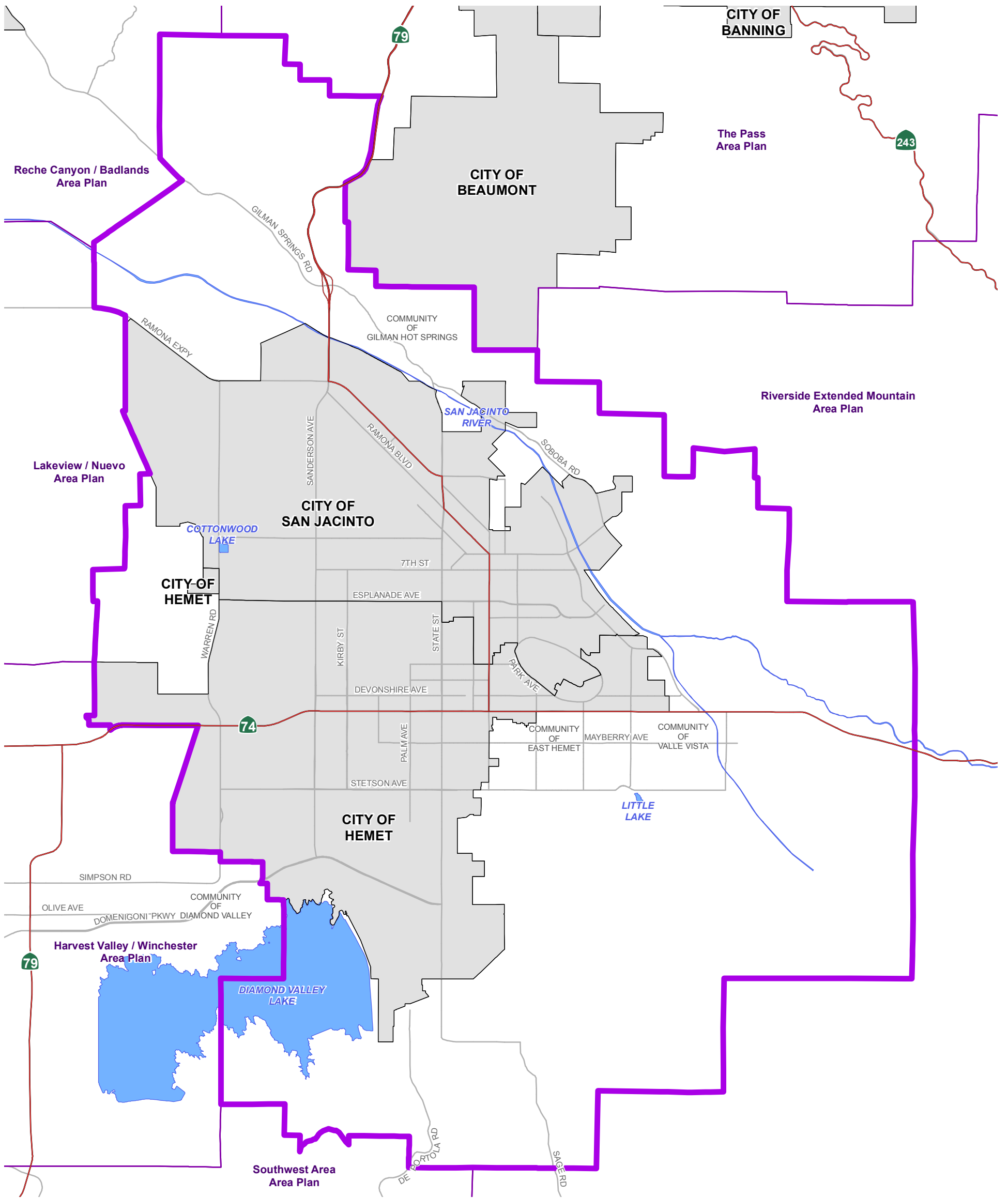
Diamond Valley Lake Policy Area

Diamond Valley Lake (DVL) is a recently built, approximately 800,000-acre-foot capacity reservoir owned and operated by the Metropolitan Water District (MWD), which provides domestic water supplies to much of Southern California. Diamond Valley Lake is strategically located, with ample adjacent land, to also provide for a wide variety of recreational opportunities for the residents of Riverside County and Southern California, and beyond. Potential recreational opportunities include, but are not limited to, fishing, boating, camping, golfing, picnicking, bicycling, horseback riding, and hiking. In support of recreational facilities, other tourist-oriented facilities including hotels, restaurants, and commercial services are anticipated to be developed in the future. The County of Riverside will continue to cooperate with MWD and Diamond Valley Lake's other neighboring jurisdiction, the City of Hemet, to encourage development of the lake's recreational opportunities and supporting commercial services.


It is envisioned that Diamond Valley Lake's recreational and tourist-oriented facilities will be developed pursuant to one or more specific plans contained within the policy area. The Harvest Valley/Winchester, Southwest, and San Jacinto Valley Area Plans illustrate MWD's concept, at the time of the adoption of the Riverside County General Plan, for the potential future development of the DVL lands. Following are the policies for development in the Diamond Valley Lake Policy Area (DVLPA):

Policies:

- SJVAP 2.1 Continue cooperating with the Metropolitan Water District and the City of Hemet to encourage the development of a comprehensive program for recreational and support commercial facilities at Diamond Valley Lake.
- SJVAP 2.2 All development shall occur through specific plans. Any specific plans adopted in the Diamond Valley Lake Policy Area shall be classified as Community Development Specific Plans.
- SJVAP 2.3 ~~The Diamond Valley Lake Policy Area, in its entirety, is included in the Highway 79 Policy Area (Circulation Element Policy C 2.6).~~



Data Source: Riverside County

-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

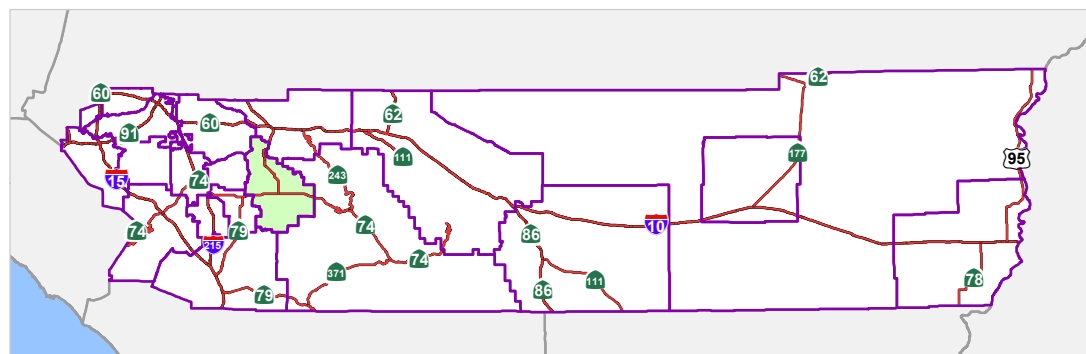
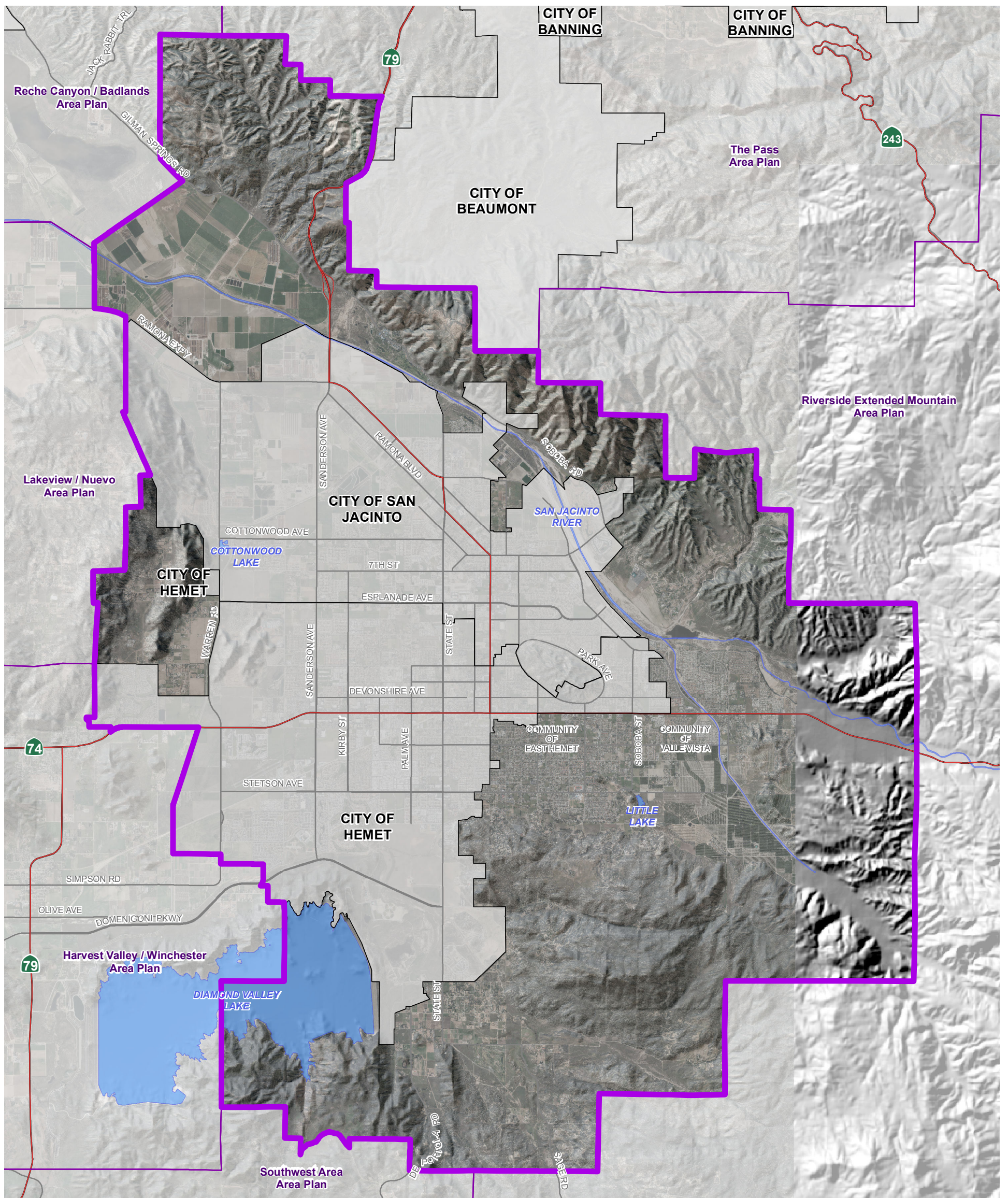


Figure 1

This page intentionally left blank



Data Source: Riverside County





-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 2

 December 8, 2015

0 1.25 2.5 Miles

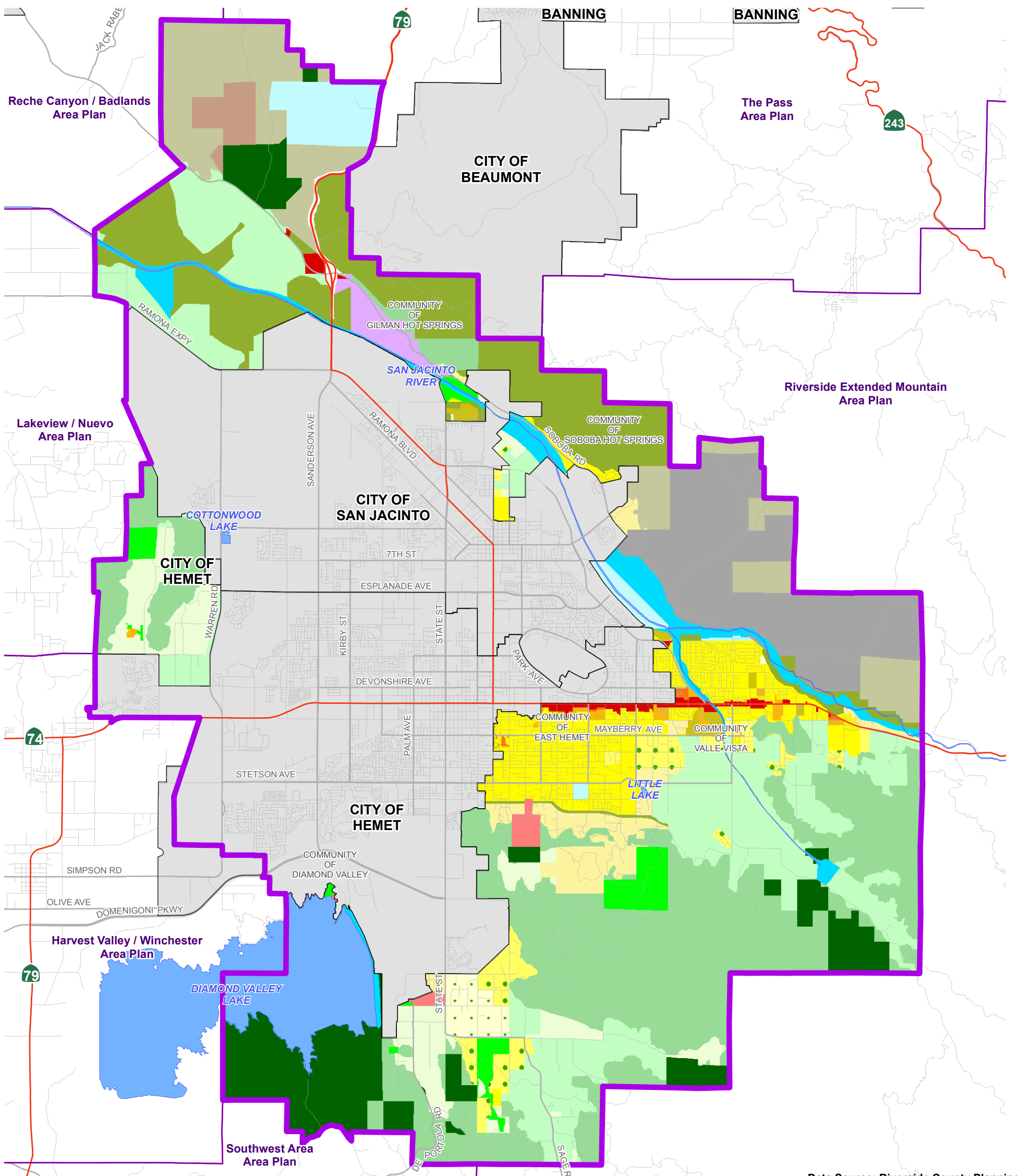
Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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.



**SAN JACINTO VALLEY
AREA PLAN
PHYSICAL FEATURES**

Path: X:\Projects\Planning\AreaPlan\San Jacinto Valley\Map\Down\SVAP-physicalfeatures.mxd

This page intentionally left blank



Data Source: Riverside County Planning

COMMUNITY DEVELOPMENT

- Estate Density Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Commercial Retail
- Commercial Tourist

RURAL COMMUNITY

- Rural Community - Estate Density Residential
- Rural Community - Very Low Density Residential
- Rural Community - Low Density Residential
- Rural Residential
- Rural Mountainous

AGRICULTURE

- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Mineral Resources
- Water

MISCELLANEOUS

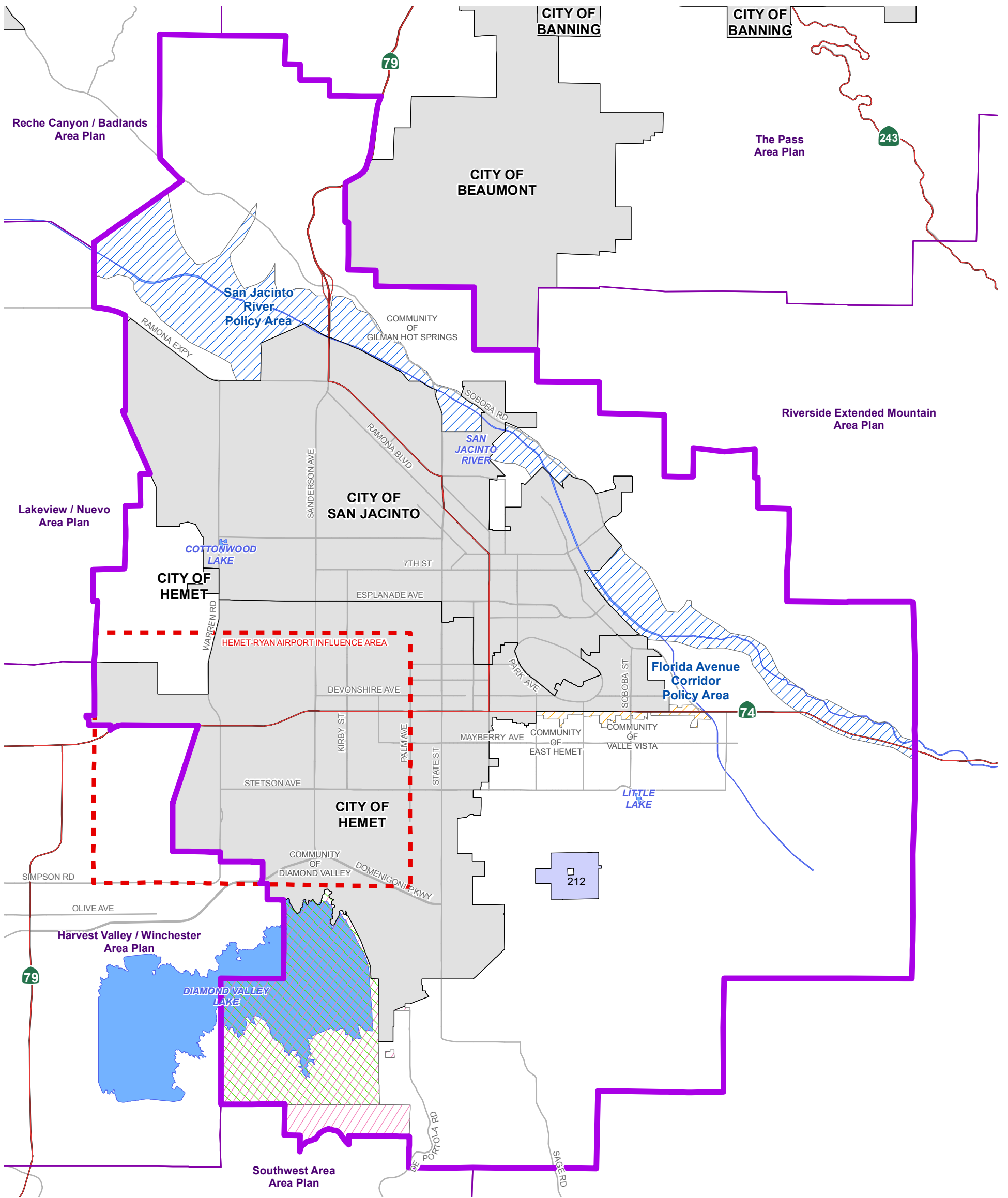
- Tribal Lands

- Highways
- Area Plan Boundary
- Waterbodies
- City Boundary

Figure 3

Path: Y:\GP_Exchange\MAP-landuse.mxd

This page intentionally left blank



Data Source: Riverside County Planning

-  Diamond Valley Lake Policy Area
-  Florida Avenue Corridor Policy Area
-  Highway 79 Policy Area
-  San Jacinto River Policy Area
-  Airport Influence Areas
-  Specific Plans
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 4

This page intentionally left blank

SJVAP 2.4 Provided that total development intensity for the entire Diamond Valley Lake Policy Area is not increased beyond the level of development intensity established for this area at the time of the adoption of the General Plan, no general plan amendments shall be required to be filed and approved in order to authorize changes in mapped general plan designations, provided that any such changes are approved through specific plan applications (specific plans, specific plan amendments, substantial conformances, as appropriate). The approved specific plan applications will constitute the General Plan Element mapped land use designations for the areas so affected. In the event that total development intensity for the entire DVLPA would be exceeded due to any development proposal within the area, the application must be accompanied by, and approved through, a general plan amendment (GPA) application. No such GPA shall be subject to the General Plan Certainty System's eight-year amendment cycle and other procedural requirements applicable to Foundation Component amendments. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.

San Jacinto River

This riparian corridor is an important feature of this Area Plan. The River's significant 100-year floodplain, the seismic zones within this sector, and the adjacent steep slopes of the San Jacinto Mountains are important features to acknowledge.

Policies:

- SJVAP 3.1 Protect the multipurpose open space attributes of the San Jacinto River Corridor through adherence to policies in the Flood and Inundation Hazards section of the Safety Element, the Floodplain and Riparian Area Management and Environmentally Sensitive Lands sections of the Multipurpose Open Space Element, and the Open Space, Habitat and Natural Resource Preservation section of the General Plan Land Use Element.
- SJVAP 3.2 Require development adjacent to the River to be set back from the top of bluffs or slopes, where applicable, an appropriate distance as determined by the Riverside County Geologist in order to protect the natural and recreational values of the River and to avoid public responsibility for property damage from soil erosion or future floods.
- SJVAP 3.3 Minimize the disruption of sensitive vegetation and species, as called out in the Floodplain and Riparian Area Management and Environmentally Sensitive Lands sections of the General Plan Multipurpose Open Space Element.
- SJVAP 3.4 Preserve areas subject to erosive flooding in a natural state.
- SJVAP 3.5 Require private development along the River to provide for riding, hiking and biking trails and for connections to the countywide system of trails.
- SJVAP 3.6 Require the placement and design of roadways to be compatible with the natural character of the River corridor.

- SJVAP 3.7 Discourage the addition of local road crossings. If any additional crossing is allowed, careful consideration shall be given to location, design and landscaping to take advantage of the scenic character of the River and to avoid destruction of its natural values.
- SJVAP 3.8 Discourage utility lines within the River corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the River.
- SJVAP 3.9 Allow existing agricultural uses within the policy area to continue by right. Transition into conservation uses will only occur by acquisition of property from willing owners.

Highway 79 Policy Area

~~The purpose of the Highway 79 Policy Area is to address transportation infrastructure capacity within the policy area. Applicable policies are also located in the Circulation Element of the General Plan.~~

Policies:

- ~~SJVAP 4.1 Accelerate the construction of transportation infrastructure in the Highway 79 Policy Area. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities adjacent to the policy area to accelerate the usable revenue flow of existing funding programs, thus assuring that transportation infrastructure is in place when needed.~~
- ~~SJVAP 4.2 Establish a program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.~~

Hemet-Ryan Airport Influence Area

The Hemet-Ryan Airport is a County of Riverside airport located in the City of Hemet. The boundary of the Hemet-Ryan Airport Influence Area is shown in Figure 4, Overlays and Policy Areas. There are a number of Compatibility Zones associated with the Airport Influence Area. These Compatibility Zones are shown in Figure 5, Hemet-Ryan Airport Influence Policy Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Hemet-Ryan Airport). For more information on applicable airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policy:


SJVAP 5.1 To provide for the orderly development of Hemet-Ryan Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Hemet Ryan Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Specific Plans

Specific plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.

There is one adopted specific plan in the San Jacinto Valley Area Plan, Specific Plan No. 212 (Mesa Grande). This specific plan is determined to be a Community Development Specific Plan.

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development and conservation. These tools are a means of addressing detailed concerns that conventional zoning cannot accomplish.



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Table 3: Adopted Specific Plan in San Jacinto Valley Area Plan

Specific Plan	Specific Plan #
Mesa Grande	212

Source: County of Riverside Planning Department.

**Table 4: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to Hemet-Ryan Airport) ^{1,2,3}**

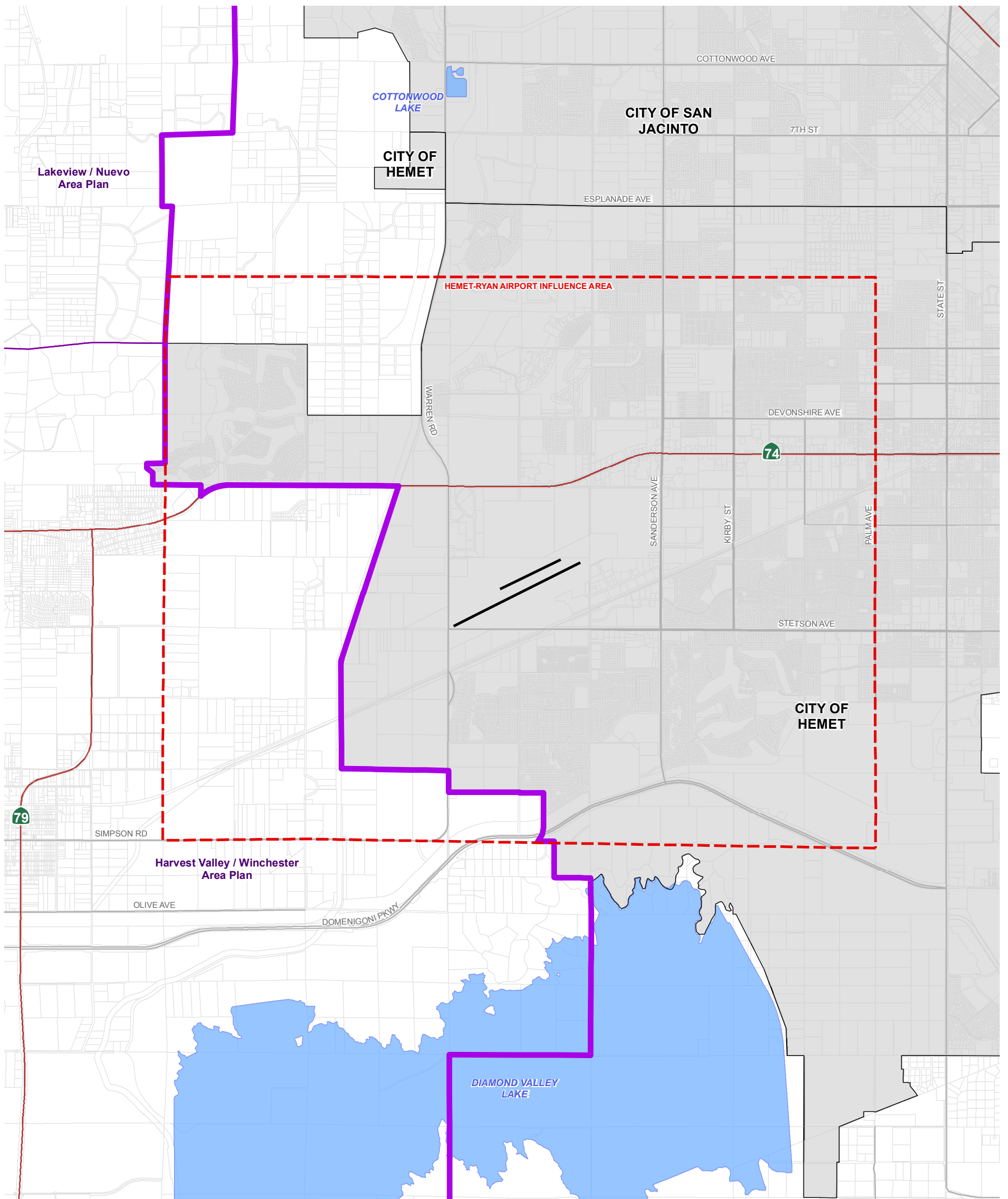
Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I*	Residential with a 2 ½ acre minimum lot size, but only at distances more than one mile from runway threshold.	Not Applicable	The following uses are permitted: agriculture and open space. <ul style="list-style-type: none"> No high-risk land uses including: hazardous material facilities; institutional uses; places of assembly; critical facilities; and residential uses within one mile of the runway threshold. Discretionary review is required: commercial; industrial; and residential uses larger than 2 ½ acre minimum lot size
Area II	Residential with a 2 ½ acre minimum lot size.	Not Applicable	The following uses are permitted: industrial, agriculture and residential uses with 2 ½ acre or greater lot sizes. <ul style="list-style-type: none"> Discretionary review is required: commercial uses. No public or private schools. No institutional uses. No places of assembly. No hazardous material facilities
Transition Area ³	20 dwelling units/acre	Not Applicable	The following uses are permitted: commercial; industrial; manufacturing; and agricultural uses. <ul style="list-style-type: none"> Discretionary review is required: residential dwelling units/multiple family dwelling units; institutional uses; places of assembly; public and private schools; and hazardous material facilities or activities involving hazardous materials. All structures shall be limited to 35 feet in height, or two stories, whichever is less.
Area III	Not Applicable	Not Applicable	A wide range of uses is permitted. <ul style="list-style-type: none"> Discretionary uses include: structures over 35 feet or two stories whichever is greater; institutional uses; places of assembly; hazardous materials; public and private schools

- 1 The following uses shall be prohibited in all airport safety zones:
 - 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.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 2 Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
- 3 The Transition Area is located between Area II and Area III. It is 330 feet inside the Area II boundary and 660 feet outside the Area II boundary. If 50% or more of the project site is in the Transition Area, it is considered part of the Transition Area. The Transition Area does not extend beyond the outer boundary of Area III or extend into Area I.

Source: Extracted from Hemet-Ryan Airport Comprehensive Airport Land Use Plan

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in San Jacinto Valley, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character and features of this unique area. The Local Land Use Policies section provides policies to address those land use issues relating specifically to the San Jacinto Valley area.



Data Source: Riverside County Flood Control (2010)

Airport falls within city limits, please contact the City of Hemet and/or Riverside County Airport Land Use Commission for more info.







-  Airport Runways
-  Airport Influence Area
-  Area Plan Boundary
-  Waterbodies
-  City Boundary
-  Highways

Figure 5

This page intentionally left blank

Local Land Use Policies

Agricultural Lands

Agriculture has long been established in the San Jacinto Valley area. The lower San Jacinto Valley area is characterized by agricultural uses and mountainous terrain, and contains a portion of Bautista Creek as well as the eastern end of the Diamond Valley Lake. Agricultural land is limited in western Riverside County, and this is one area in which it could be sustained for a considerable period of time. This area plan, while limiting intense forms of urban development, also seeks to recognize existing and future agricultural activities as important and vital components of the land use pattern. Residential uses and agriculture are potentially incompatible and often times lead to complaints by local residents of offending odors, noise, flies and the like. Likewise, farmers and their land can be the targets of vandals, thieves and trespassers.

It is the intent of the San Jacinto Valley Area Plan to recognize agriculture as an important economic activity in the region and to accommodate those agricultural owners who wish to continue their operations in the future.

Policy:

SJVAP 6.1 Maintain particular attention to the Foundation Component designation and Certainty System procedures/findings with respect to the agricultural designations in the lower San Jacinto Valley. Reference the Agriculture section of the General Plan Land Use Element and the Agricultural Resources section of the Multipurpose Open Space Element. (X.7.1)

Third and Fifth Supervisorial District Design Standards and Guidelines

The County of Riverside has adopted a set of design guidelines applicable to new development within the Third and Fifth Supervisorial Districts. The Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts are for use by property owners and design professionals submitting development applications to the Riverside County Planning Department. The guidelines have been adopted to advance several specific development goals of the Third and Fifth Districts. These goals include: ensuring that the building of new homes is interesting and varied in appearance; utilizing building materials that promote a look of quality development now and in the future; encouraging efficient land use while promoting high quality communities; incorporating conveniently located parks, trails and open space into designs; and encouraging commercial and industrial developers to utilize designs and materials that evoke a sense of quality and permanence.

Policy:

SJVAP 7.1 Require development to adhere to standards established in the Design Standards and Guidelines for Development in the Third and Fifth Supervisorial District. (X.8.1)

Mt. Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires darkness so that the night sky can be viewed clearly. The presence of the observatory necessitates unique nighttime lighting standards in the San Jacinto Valley as shown on Figure 6, Mt. Palomar Nighttime Lighting Policy. The following policies are intended to limit

light leakage and spillage that may obstruct or hinder the view. This is an excellent example of a valuable public resource that requires special treatment far beyond its immediate locale.

Policy:

SJVAP 8.1 Adhere to the County of Riverside lighting requirements for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory. (X.9.1)

Circulation

“
Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods as well, walking, bicycling, and transit systems are attractive alternatives to driving for many residents.
 ”
 - RCIP Vision

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, automobiles and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. This system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region and move around within it by a number of transportation options.

As stated in the Vision and the Land Use Element, Riverside County is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to the San Jacinto Valley Area Plan, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of the San Jacinto Valley is tied to the countywide system and its long range direction. As such, successful implementation of the policies in the San Jacinto Valley Area Plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for the San Jacinto Valley Area Plan is shown on Figure 7, Circulation. The vehicular circulation system is anchored by State Route 79 running north-south, and State Route 74 (Florida Avenue) running east-west. Domenigoni Parkway, running along the northern edge of the Diamond Valley Lake is another important east-west connector and urban arterial in the Plan. Various major,

secondary arterials, and collector roads connect with Florida Avenue and Sanderson Avenue to serve local uses. The Ramona Expressway enters the Area Plan from the west and runs parallel to the San Jacinto River until it connects with Sanderson Avenue, then proceeds southeasterly to its terminus at Florida Avenue. A series of Mountain Arterials runs through the southeast portion of the Area Plan, serving the rural and agricultural areas of the San Jacinto Valley Area Plan.

Policies:

- SJVAP 11.1 Design and develop the vehicular roadway system per Figure 7, Circulation and in accordance with the functional classifications and standards specified in the System Design, Construction, and Maintenance section of the General Plan Circulation Element. (X.10.1)
- SJVAP 11.2 Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element. (X.10.2)

Trails and Bikeway System

The County of Riverside contains bicycle, pedestrian, and equestrian trails that traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, equestrian users, and others as an integral part of Riverside County's circulation system. These trails serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities.

As shown on Figure 8, Trails and Bikeway System, the San Jacinto Valley Area Plan has an extensive planned trails system. There is a Class I Bike Path/ Regional Trail system that runs through the southern part of the Area Plan, near the Diamond Valley Recreation Area. The bike path connects with another regional trail system that runs both in the southern half of the Area Plan, and along the San Jacinto River. The trail capitalizes on the natural features of the area and accessibility of residents to the river. The regional trail also connects with another bike path that follows State Route 79. In addition to the existing trails, proposed trails would create a web of connected trails throughout the San Jacinto Valley Area Plan. This trail system is an important part of the Area Plan, and should continue to be preserved and expanded for future use by residents and visitors of San Jacinto Valley.

Policy:

- SJVAP 12.1 Develop, maintain and/or improve the trails and bikeways within the San Jacinto Valley Area Plan, as depicted on Figure 8, Trails and Bikeway System, and as discussed in the Non-motorized Transportation section of the General Plan Circulation Element. (X.11.1)

Scenic Highways

Scenic highways provide the motorist with a view of distinctive natural characteristics that are not typical of other areas in Riverside County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations and to manage development along scenic highways and corridors so that it will not detract from the area's natural



The purpose of the California Scenic Highways program, which was established in 1963, is to “Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways.”

characteristics. As shown on Figure 9, Scenic Highways, the Ramona Expressway, Gilman Springs Road, State Route 79, and Soboba Road are all County Eligible Scenic Highways in San Jacinto Valley. State Route 74 (Florida Avenue), as it passes east to west through Hemet, is considered a State Eligible Scenic Highway. These highways traverse urban and rural land, providing scenic views of the San Jacinto Valley.

Policy:

SJVAP 13.1 Protect the scenic highways in the San Jacinto Valley Area Plan from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements. (X.12.1)

Community Environmental Transportation Acceptability Process (CETAP) Corridors

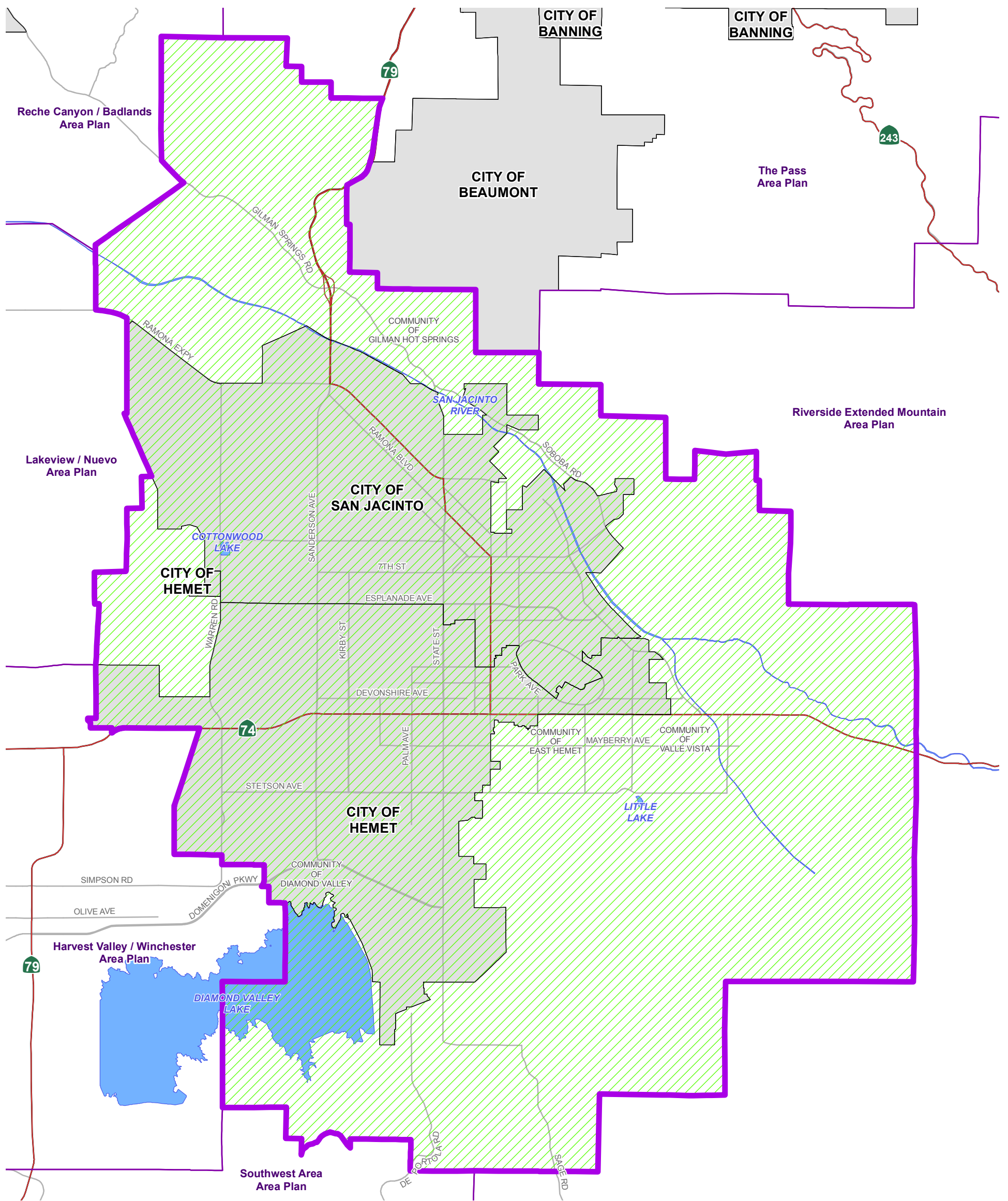
The population and employment of Riverside County are expected to significantly increase over the next twenty years. The Community Environmental Transportation Acceptability Process (CETAP) was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate increased growth and preserve quality of life. These transportation corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified four priority corridors for the movement of people and goods: Winchester to Temecula Corridor, CETAP East - West Corridor, Moreno Valley to San Bernardino County Corridor and Orange County - Riverside County Corridor.

The East-West CETAP Corridor passes through the San Jacinto Valley Area Plan along the Ramona Expressway and connects to State Route 79 (See Figure 7). This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

The State Route 79 Project will re-align the existing State Route 79 between the current end of the freeway on the north (the Gilman Springs Road Interchange) and Newport Road on the south. The State Route 79 Project will offer a greater traffic capacity and continuity between communities to meet increasing traffic demands within Riverside County. While the precise alignment of this relocation has not been set, most of the route will traverse lands within the incorporated cities of San Jacinto and Hemet. The existing State Route 79 south of Gilman Springs Road will remain as a secondary arterial highway. This realignment is a separate effort from the CETAP portion of the RCIP.

Policy:

SJVAP 12.1 Accommodate the CETAP Corridor in accordance with the CETAP Corridors section of the General Plan Circulation Element. (X.13.1)



Data Source: Riverside County (2010)




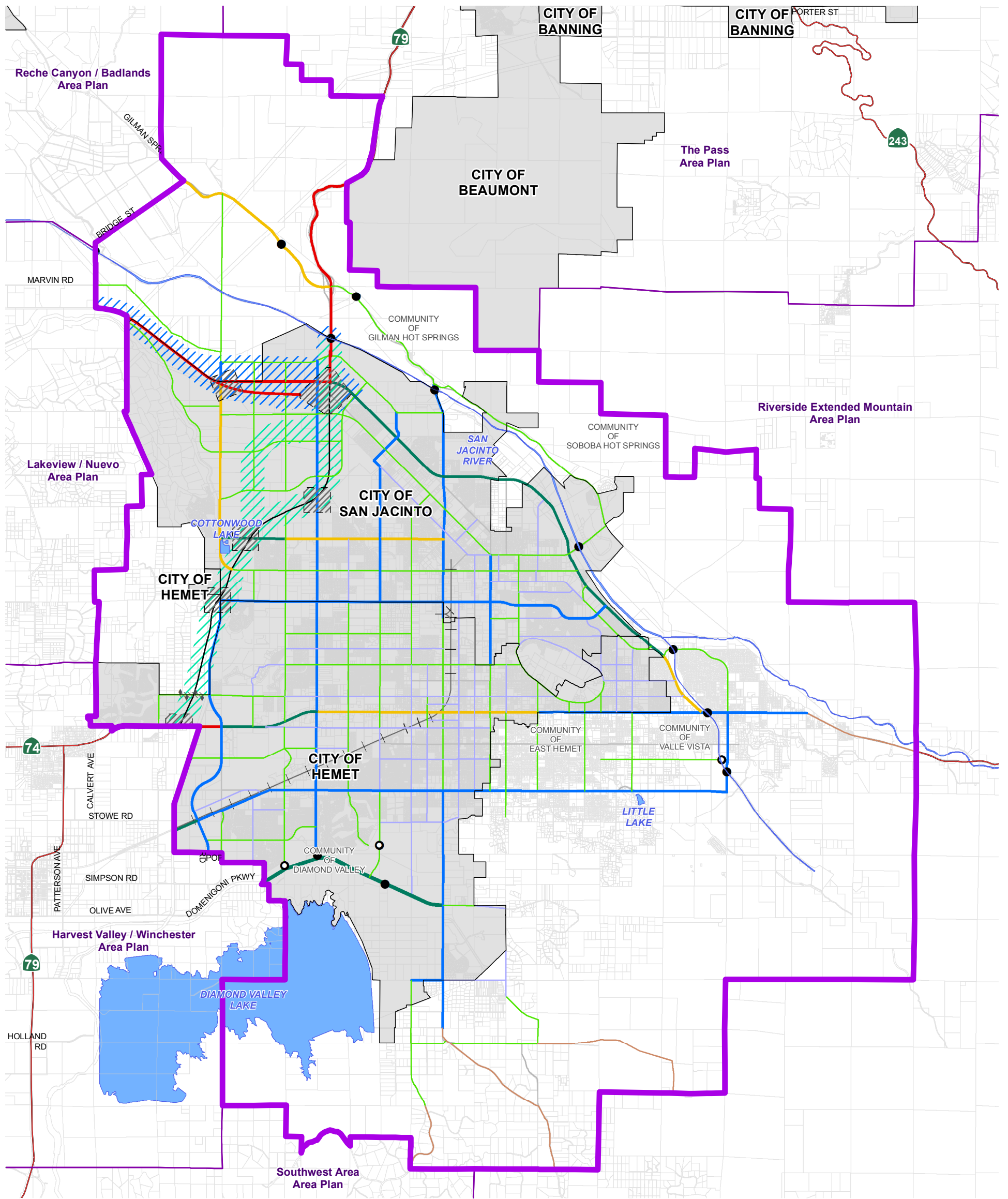
-  Zone B
-  Highways
-  Area Plan Boundary
-  Waterbodies
-  City Boundary

Figure 6

This page intentionally left blank

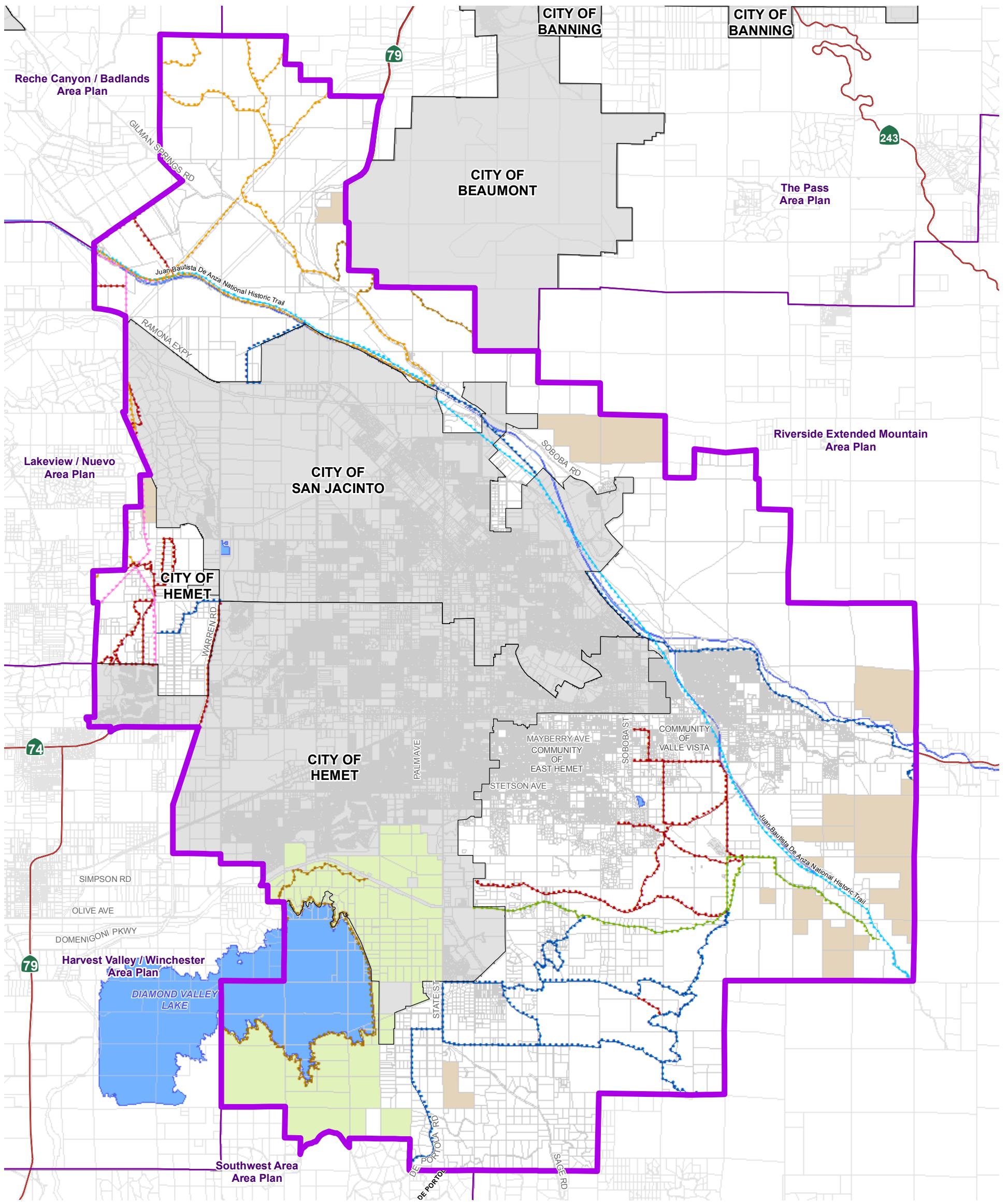


Data Source: Riverside County Transportation

- | | | |
|-----------------------------------|-------------------------------|--------------------|
| Freeway (Variable ROW) | East-West CETAP Corridor | Highways |
| Expressway (128' to 220' ROW) | SR-79 Re-alignment Study Area | Area Plan Boundary |
| Urban Arterial (152' ROW) | Proposed Interchange | City Boundary |
| Arterial (128' ROW) | Proposed Overpass/Underpass | Waterbodies |
| Major (118' ROW) | Existing Bridge | |
| Secondary (100' ROW) | Proposed Bridge | |
| Mountain Arterial 2 Ln (110' ROW) | Railroads Amended | |
| Collector (74' ROW) | | |

Figure 7

This page intentionally left blank



Data Source: Riverside County Parks

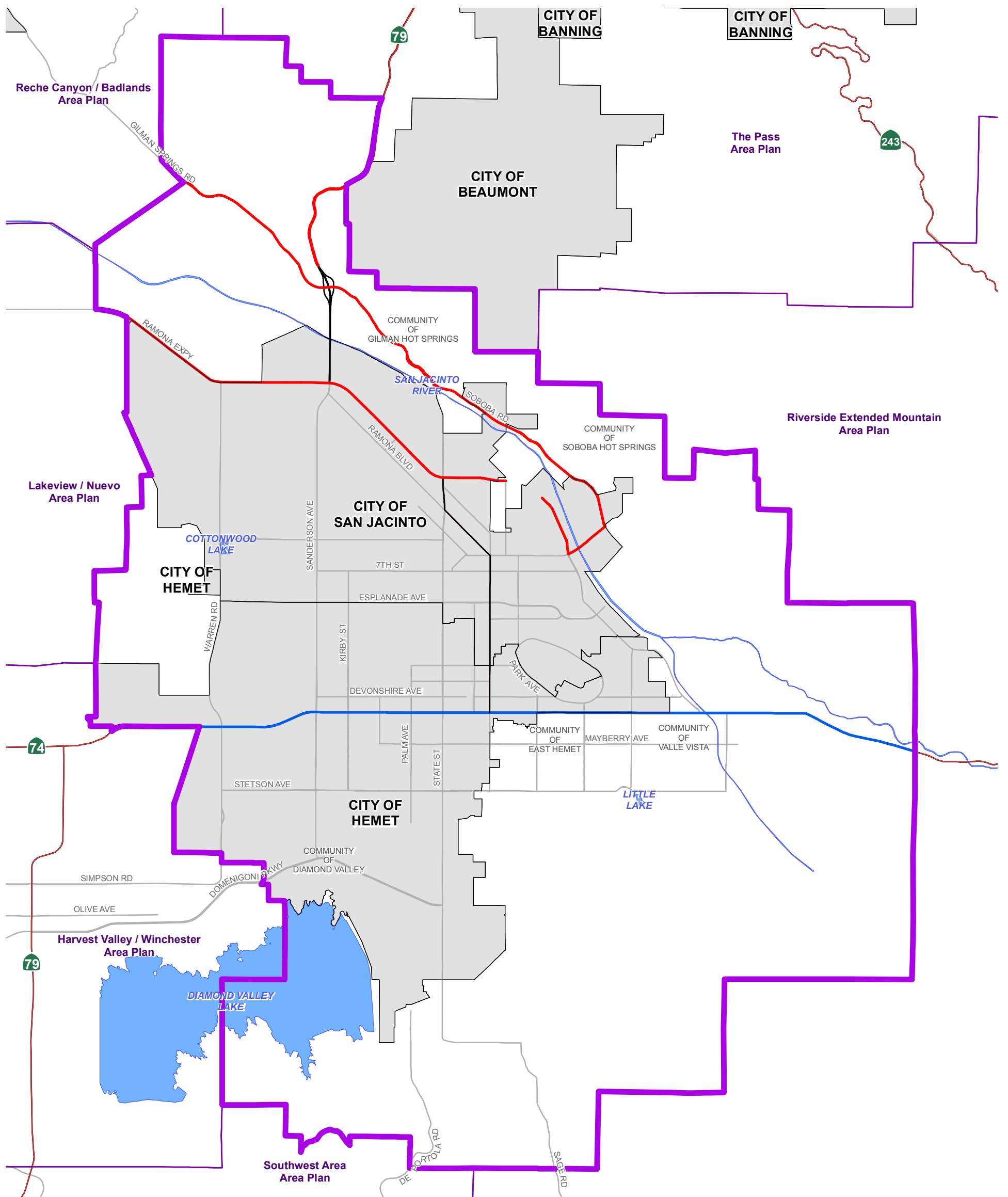
- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail / Class I Bike Path)
- Class I Bike Path
- Regional Trail: Open Space
- Design Guidelines Trail
- Historic Trail (Southern Immigrant Trail, Juan Bautista De Anza National Historic Trail)
- Non-County Trail (Public and Quasi-Public Lands)

- Miscellaneous Public Lands
- Bureau of Land Management (BLM) Lands
- Highways
- Area Plan Boundary
- Waterbodies
- City Boundary

Note: Trails shown in non-county jurisdictions for informational/coordination purposes only.
 Data Source: Primarily Riverside County Regional Park and Open Space District, with assistance from Riverside County TLMA/Transportation and Planning Departments, Riverside County Economic Development Agency, and other local, state, and federal recreational services agencies.
 Note: Trails and bikeway maps are a graphic representation identifying the general location and classification of existing and proposed trails and bikeways in the unincorporated area of the County. All questions regarding precise alignment or improvement standards should be referred to the Riverside County Regional Park and Open Space District.
 Note: Except for major regional facilities, trails and bikeways systems located within cities are generally not shown. Where trails and bikeways exist or are planned in the unincorporated area in such a manner that there are opportunities for connections with existing or planned trails and bikeways within adjacent cities, an arrow symbol is used to show the approximate location of the intended connection opportunity. The reader should contact the appropriate city for all information about that city's existing or planned trails and bikeways systems.

Figure 8

This page intentionally left blank



Data Source: Riverside County (2013) / Cal Trans (2013)

- ~ County Eligible
- ~ State Eligible
- ~ Not Designated
- ~ Highways
- Area Plan Boundary
- Waterbodies
- + City Boundary

Figure 9

This page intentionally left blank

Multipurpose Open Space

The San Jacinto Valley area contains a variety of open spaces that serve a multitude of functions, hence the label of Amulti-purpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. This is especially true with the notable resources in this planning area. This means that each resource requires thoughtful preservation and, in some cases, restoration. Preserving the scenic background and natural resources of this valley gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that: these open spaces also help define the edges of and separation between communities, which is another important aspect of the Vision. Achieving a desirable end state of valued local open space to benefit residents and visitors will require sensitivity in both managing open space resources and designing development proposals.

Local Open Space Policies

Ridgelines

The ridgelines of the San Jacinto Mountains provide a significant visual resource for the Area Plan.

Policy:

SJVAP 13.1 Refer to the Hillside Development and Slope policies in the General Plan Land Use Element and the Scenic Resources policies in the General Plan Multipurpose Open Space Element.

Multiple Species Habitat Conservation Plan

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.



Please see the **Multipurpose Open Space Element** of the General Plan for further information on the MSHCP



The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW)

MSHCP Program Description



The following sensitive, threatened and endangered species may be found within this area plan:

- least Bell's vireo
- southwestern willow flycatcher
- loggerhead shrike
- Bell's sage sparrow
- burrowing owl
- coastal California gnatcatcher
- cactus wren
- San Bernardino kangaroo rat
- Stephen's kangaroo rat
- bobcat
- southwestern arroyo toad
- orange-throated whiptail
- mountain yellow-legged frog
- granite spiny lizard
- San Jacinto Valley crowscale
- slender-horned spineflower
- thread-leaved brodiaea
- spreading navarretia
- Coulter's goldfields
- Parish's brittlescale
- Davidson's saltbrush
- smooth tarplant
- Parry's spineflower
- small-flowered morning glory
- vernal barley
- little mousetail
- California Orcutt grass
- Riverside fairy shrimp
- vernal pool fairy shrimp

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this take of threatened and endangered species. The intent of the MSHCP is for the Wildlife Agencies to grant a take authorization for otherwise lawful actions that may incidentally take or harm species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the Western Riverside County MSHCP allows the County of Riverside to take plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP criteria.

Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.

Policies:

- SJVAP 14.1 Protect sensitive biological resources in the San Jacinto Valley Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.
- SJVAP 14.2 Conserve Willow-Domino-Travers soils supporting plants such as spreading navarretia (core population), San Jacinto Valley crowscale (core population), Parish's brittlescale, Coulter's goldfields, vernal barley and Davidson's saltbush (core population).
- SJVAP 14.3 Conserve clay soils intermixed with or near vernal pools occurring in the upper reaches of the San Jacinto River supporting California Orcutt grass and core populations of thread-leaved brodiaea.
- SJVAP 14.4 Conserve alkaline soils associated with the upper San Jacinto River and Bautista Creek to support known populations of smooth tarplant and little mousetail.

San Jacinto Valley Area Plan

- SJVAP 14.5 Conserve clay soils in grasslands and open sage scrub supporting populations of small-flowered morning glory.
- SJVAP 14.6 Conserve alluvial fan sage scrub and chaparral supporting slender-horned spineflower and Parry's spineflower, known to occur in the San Jacinto Valley Area Plan.
- SJVAP 14.7 Conserve existing known populations of least Bell's vireo and southwestern willow flycatcher in the San Jacinto Valley Area Plan, including locations at the San Jacinto River and Bautista Creek. Maintain existing breeding habitat for these species at the San Jacinto River and Bautista Creek.
- SJVAP 14.8 Conserve wetland habitats along the San Jacinto River including existing vernal pools and associated watersheds. Maintain watershed processes that enhance water quality and contribute to the hydrologic regime.
- SJVAP 14.9 Maintain and enhance linkage value of the upper San Jacinto River including locations at the San Jacinto River and Bautista Creek for wildlife movement and live-in habitat.
- SJVAP 14.10 Conserve intact upland habitat block, consisting of grasslands, open sage scrub, rangelands and chaparral, in the southern Badlands, Lakeview Mountains and Mica Butte for the benefit of raptors, burrowing owl, orange-throated whiptail and other MSHCP species.
- SJVAP 14.11 Conserve large patches of undisturbed high quality scrub and chamise chaparral to support known populations of Bell's sage sparrow.
- SJVAP 14.12 Conserve sufficient upland habitat in the southern Badlands, Lakeview Mountains, and Mica Butte to support known locations of gnatcatcher.
- SJVAP 14.13 Conserve open grasslands and sparse shrublands that support populations of Stephens kangaroo rat, with a focus on suitable habitat in the southern Badlands.
- SJVAP 14.14 Conserve stream courses and adjacent coastal sage scrub, grasslands and chaparral supporting southwestern arroyo toad and mountain yellow-legged frog with a focus on suitable breeding, foraging, and/or aestivating habitats along upper San Jacinto River and Bautista Canyon.
- SJVAP 14.15 Conserve existing habitat values of the upper San Jacinto River and Bautista Creek for the benefit of the San Bernardino kangaroo rat.

Hazards

Hazards are natural and man-made conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes, and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions.

Portions of the San Jacinto Valley Area could be subject to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figure 10 to Figure 14. These hazards are located throughout the San Jacinto Valley Area Plan and produce varying degrees of risk and danger.

Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the San Jacinto Valley Area Plan.

Local Hazard Policies

Flooding and Dam Inundation

One-hundred-year- flood zones have been identified along the San Jacinto River and Saint Johns Canyon, and in East Hemet and Cactus Valley. Dam failure from Lake Hemet may impact properties along the San Jacinto River. Dam failure from the Diamond Valley Lake may impact properties within the City of Hemet and the unincorporated area east of the reservoir. Some of these hazards have been mapped on Figure 10, Flood Hazard Zone.

Policies:

- SJVAP 15.1 Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County Ordinance No. 458 Regulating Flood Hazard Areas.
- SJVAP 15.2 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.
- SJVAP 15.3 When possible, create flood control projects that maximize multi-recreational use and water recharge.
- SJVAP 15.4 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.

Wildland Fire Hazard



Fire Fact:

Santa Ana winds create a special hazard. Named by the early settlers at Santa Ana, these hot, dry winds heighten the fire danger throughout Southern California.

A significant wildland fire hazard exists in the San Jacinto Valley, in the areas northeast of Gilman Springs and Soboba Roads, the Lakeview Mountains west of Warren Road, and lower San Jacinto Valley southerly of Stetson Avenue. Methods to address this hazard include techniques such as avoidance of building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and utilizing fire-resistant building techniques. In still other cases, safety-oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 11, Fire Hazard Severity Zone.

Policy:

- SJVAP 16.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

Seismic

The San Jacinto Fault and several other faults traverse the plan area diagonally from northwest to southeast, posing a significant threat to life and property. Additionally, liquefaction is also a concern for portions of this area. See Figure 13, Seismic Hazards, for a depiction of fault zones and liquefaction areas within this Area Plan.

Policy:

- SJVAP 17.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

Slope

The numerous steep slopes here require special development standards and care to prevent erosion and landslides, preserve significant views and minimize grading and scaring. For example, an existing landslide area has been identified along the San Jacinto Mountains just east of the San Jacinto River, in an area of 30%-plus slope. See Figure 14, Steep Slope, and Figure 15, Slope Instability, for a depiction of these slope areas.

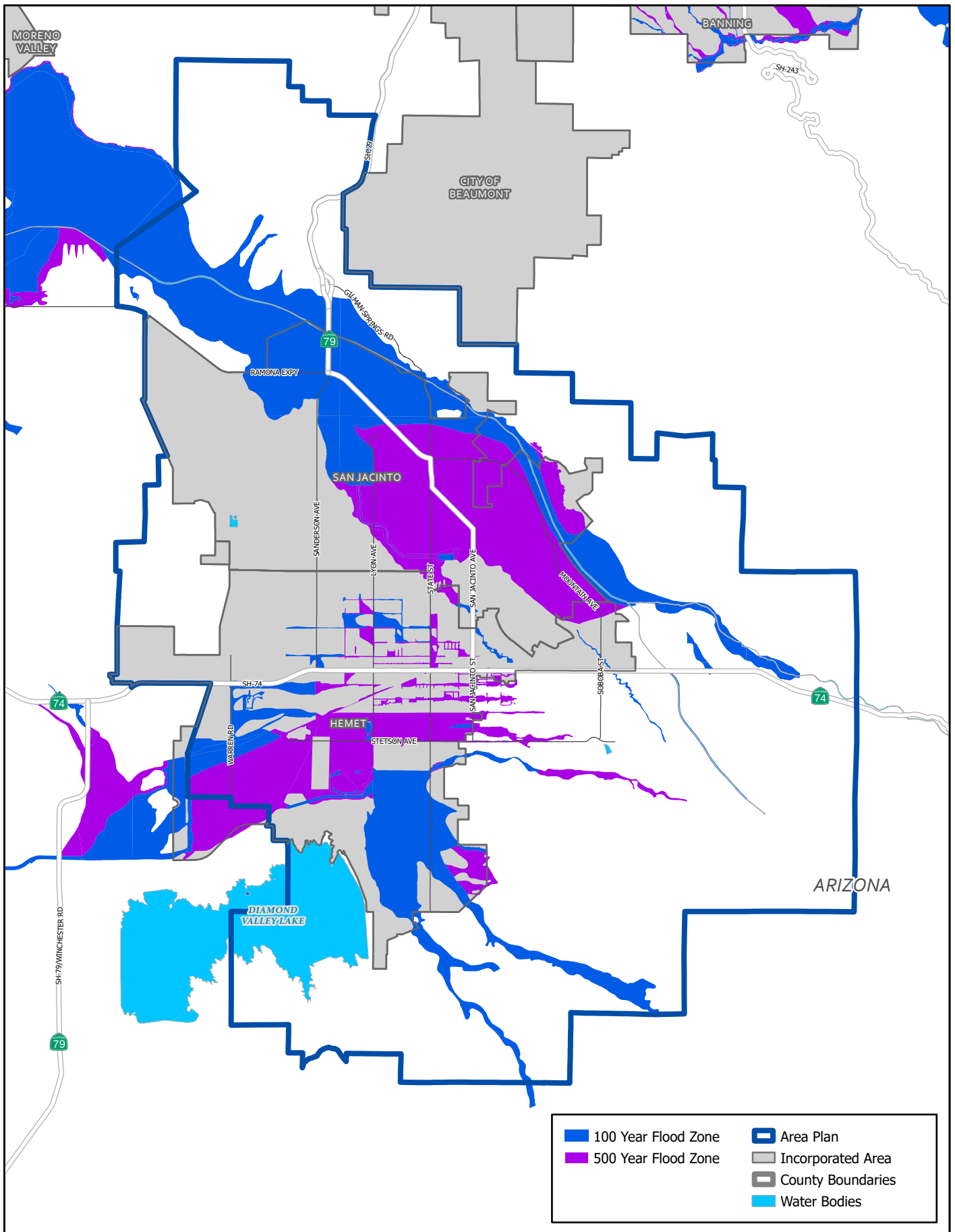
Policies:

- SJVAP 18.1 Protect life and property through adherence to policies in the Hillside Development and Slope section of the General Plan Land Use Element and the Slope and Soil Instability Hazards section of the General Plan Safety Element.
- SJVAP 18.2 Retain Rural Mountainous, Open Space-Rural, Open Space-Conservation, or Open Space-Conservation Habitat designations for areas of steep slopes.
- SJVAP 18.3 Proposed development applications affecting areas of steep slope or soil instability shall provide for the retention of existing trees and other flora, which in new development serve to stabilize steep slopes, retain moisture, prevent erosion and enhance the natural scenic beauty. Where necessary, apply immediate planting in order to stabilize cut and fill slopes.



Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as “sand boils, sand blows” or “sand volcanoes.” Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

This page intentionally left blank



3/2/2022

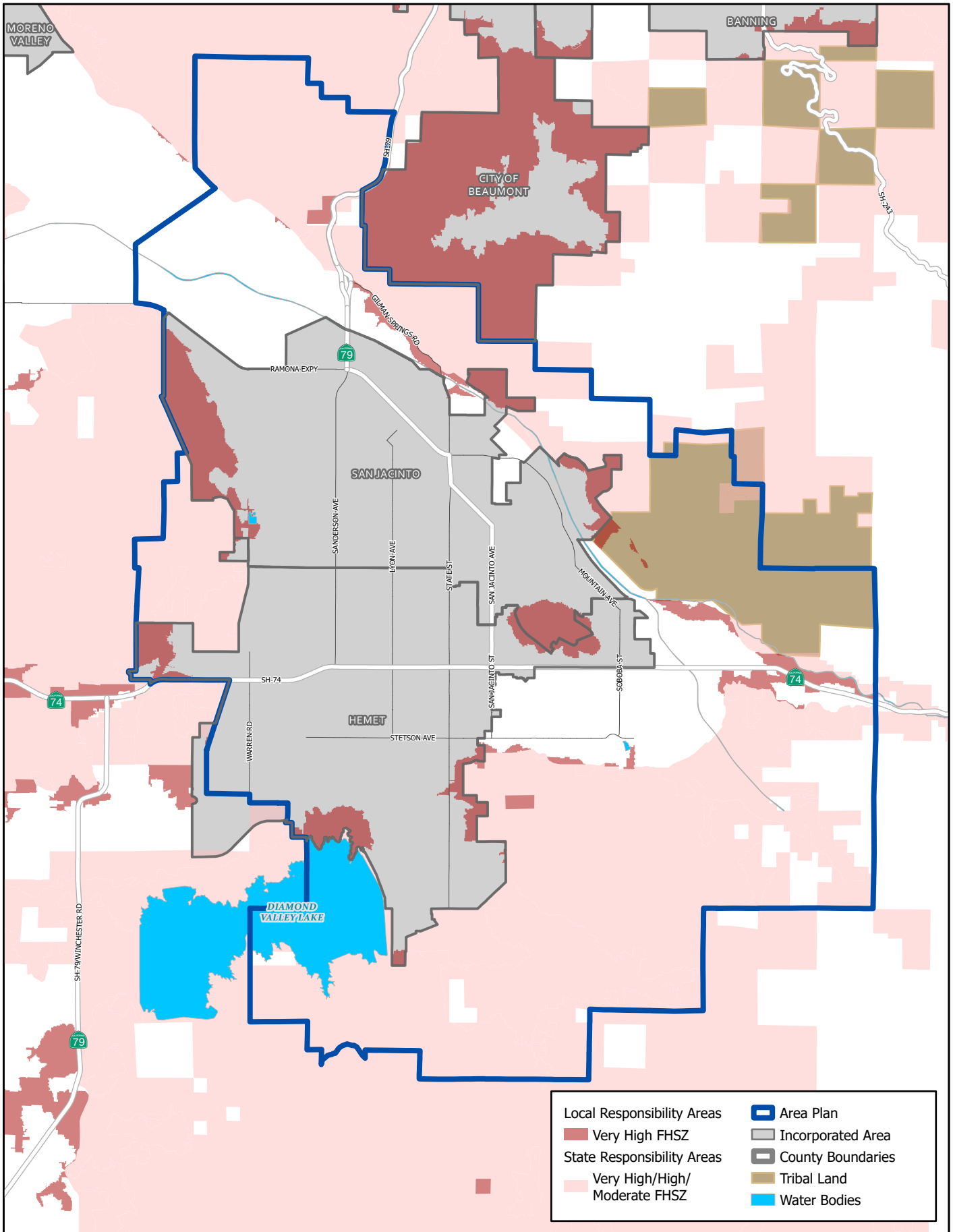


Source: ESRI, Riverside County, FEMA

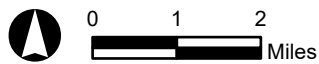
San Jacinto Valley Area Plan Special Flood Hazard Areas Map

Figure 10

This page intentionally left blank



3/3/2022

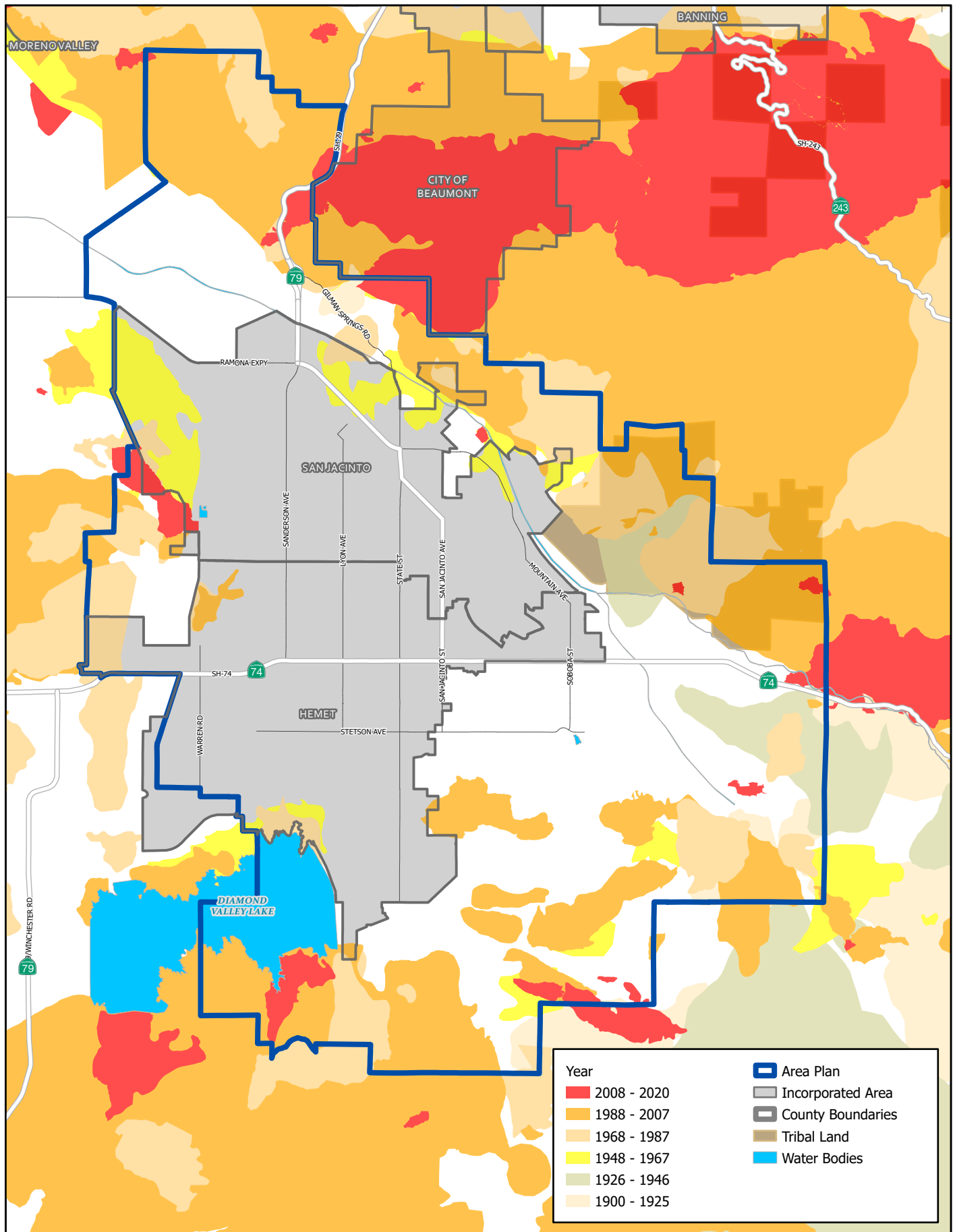


Source: ESRI, Riverside County, FRAP

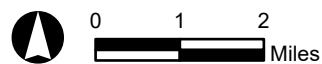
San Jacinto Valley Area Plan Wildfire Susceptibility Map

Figure 11

This page intentionally left blank



3/3/2022

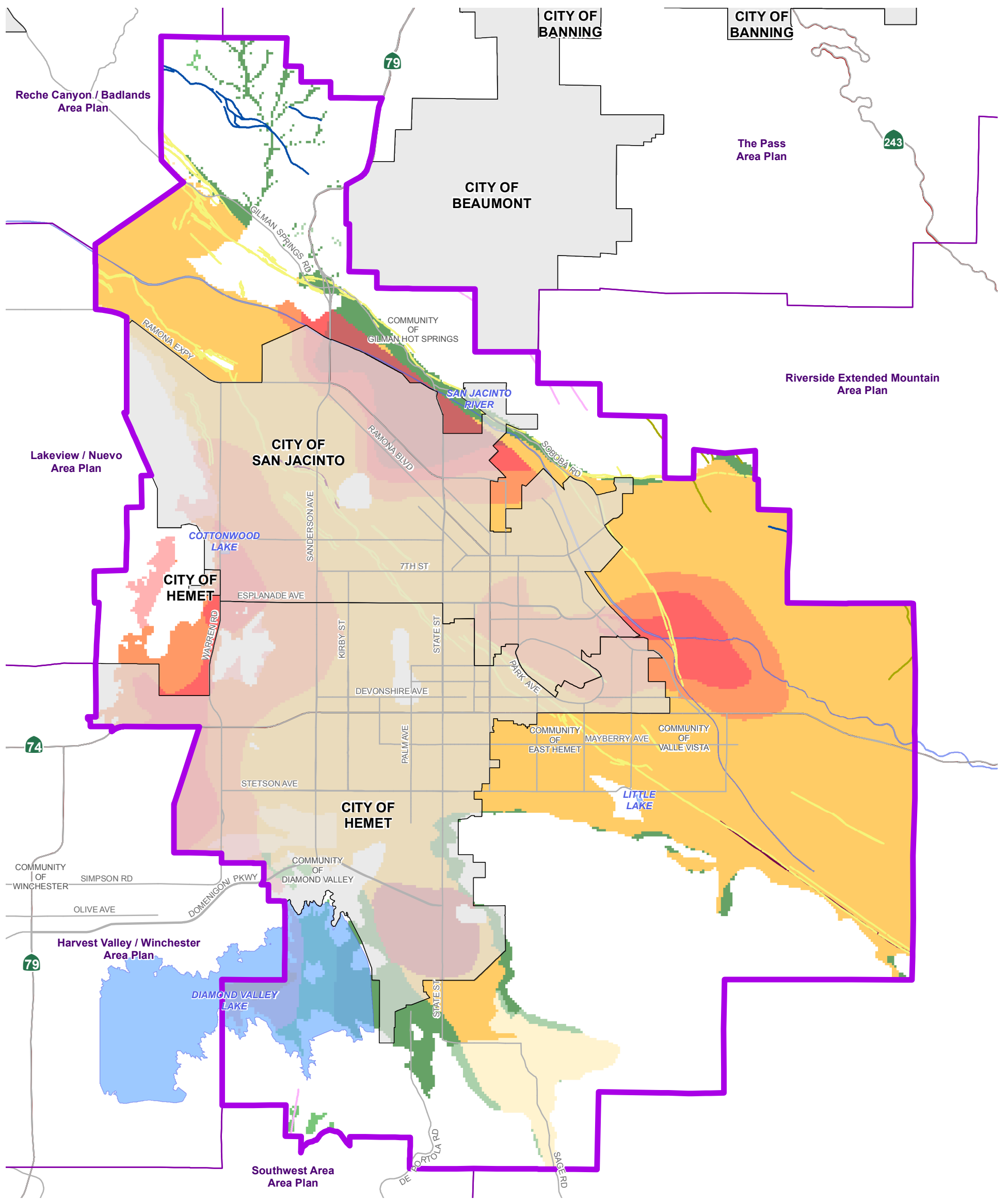


Source: ESRI, Riverside County, FRAP

San Jacinto Valley Area Plan Historic Wildfire Areas

Figure 12

This page intentionally left blank.



Data Source: Riverside County Geology (2013) / California Geological Survey (2008)

Fault Activity

- Historic
- Holocene
- Late Quaternary
- Quaternary
- Pre-Quaternary

Liquefaction Susceptibility

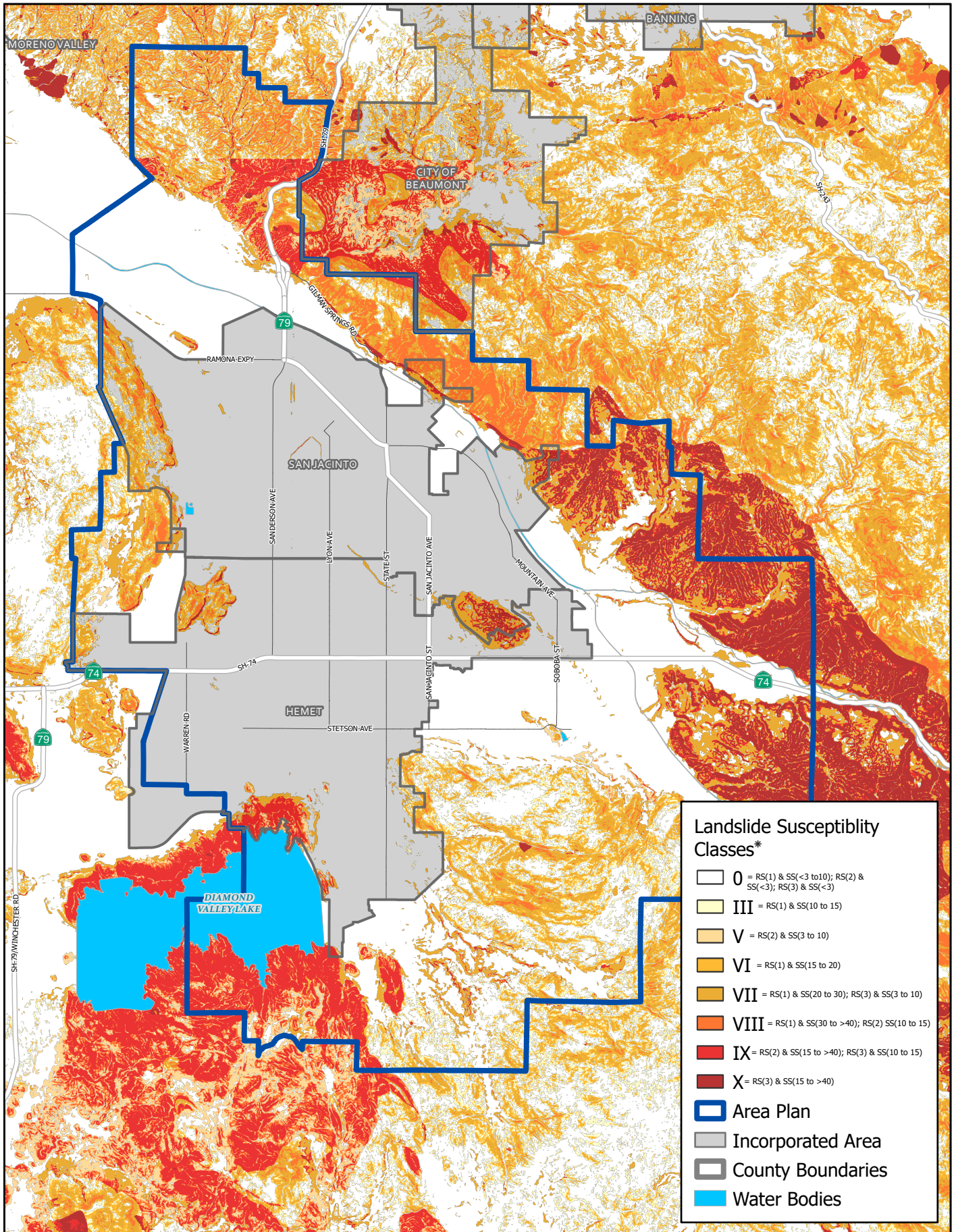
- | | | |
|----------------------------|-------------------------|----------------------------|
| Shallow Groundwater | Deep Groundwater | No Groundwater Data |
| Very High | Moderate | Moderate |
| High | Low | Low |
| Moderate | Very Low | Very Low |
| Low | | |

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 13

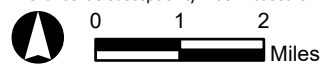
Path: X:\Project\Planning\AreaPlans\SanJacintoValley\Map\SeismicHazards.mxd

This page intentionally left blank



*The landslide susceptibility matrix based on rock strength (RS) and slope steepness (SS) in degrees.

3/4/2022

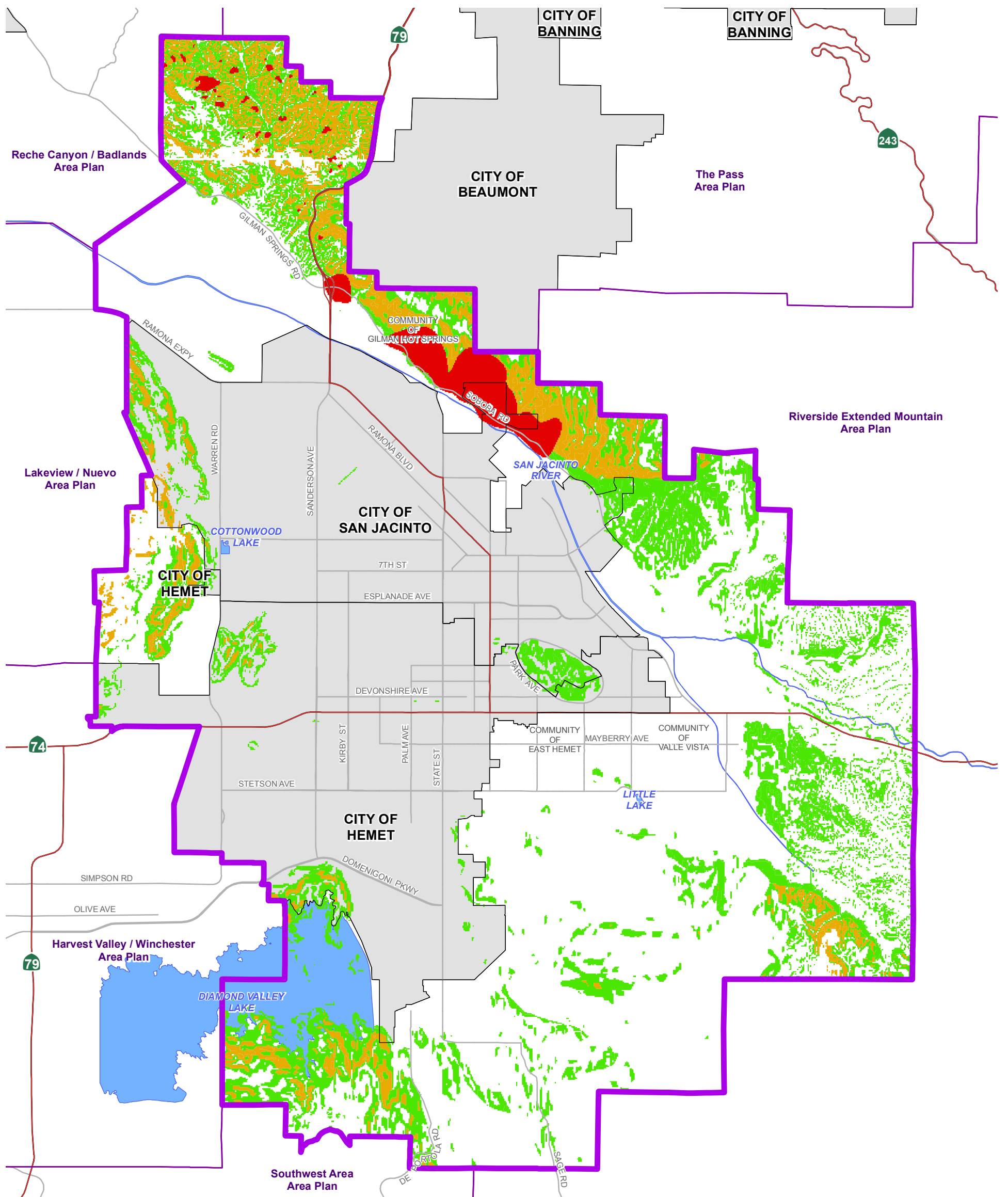


San Jacinto Valley Area Plan Steep Slope Map

Source: ESRI, Riverside County, DOC/CGS

Figure 14

This page intentionally left blank



Data Source: California Geological Survey (2008)

Slope Instability

- Existing Landslides
- High susceptibility to seismically induced landslides and rockfalls.
- Low to locally moderate susceptibility to seismically induced landslides and rockfalls.
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 15

Path: X:\Project\Planning\AreaPlans\SanJacintoValley\Map\Chvms\Map_Slope_Instability.mxd

This page intentionally left blank

TABLE OF CONTENTS

VISION SUMMARY	1
INTRODUCTION	4
A Special Note on Implementing the Vision	5
LOCATION	5
FEATURES	6
SETTING	6
UNIQUE COMMUNITIES	6
South Valley	6
INCORPORATED CITIES.....	7
City of Menifee.....	7
LAND USE PLAN	8
LAND USE CONCEPT	19
POLICY AREAS	20
POLICY AREAS.....	20
Highway 79 Policy Area	2020
Estate Density Residential and Rural Residential Area East of Interstate 215	23
LAND USE	23
LOCAL LAND USE POLICIES	23
Third and Fifth Supervisorial District Design Standards and Guidelines	23
Public Facilities and Services.....	24
Mt. Palomar Nighttime Lighting	24
Urban/Rural Land Use Interface.....	24
CIRCULATION	25
LOCAL CIRCULATION POLICIES.....	25
Vehicular Circulation System	25
Trails and Bikeway System	26
Scenic Highways	26
Community Environmental Transportation Acceptability Process (CETAP)	35
MULTIPURPOSE OPEN SPACE	35
LOCAL OPEN SPACE POLICIES.....	35
Watercourses	35
Cultural Resources	36
MULTIPLE SPECIES HABITAT CONSERVATION PLAN.....	36
MSHCP Program Description.....	37
Key Biological Issues.....	37
HAZARDS	38
LOCAL HAZARD POLICIES	38
Flooding and Dam Inundation	38
Wildland Fire Hazard.....	39
Seismic.....	39
Slope	40

LIST OF FIGURES

Figure 1:	Sun City/Menifee Area Plan Location	9
Figure 2:	Sun City/Menifee Area Plan Physical Features	11
Figure 3:	Sun City/Menifee Area Plan Land Use Plan	13
Figure 4:	Sun City/Menifee Area Plan Overlays and Policy Areas	21
Figure 5:	Sun City/Menifee Area Plan Mt. Palomar Nighttime Lighting Policy Area	27
Figure 6:	Sun City/Menifee Area Plan Circulation	29
Figure 7:	Sun City/Menifee Area Plan Trails and Bikeway System	31
Figure 8:	Sun City/Menifee Area Plan Scenic Highways	33
Figure 9:	Sun City/Menifee Area Plan Flood Hazard Zone	41
Figure 10:	Sun City/Menifee Area Plan Fire Hazard Severity Zone.....	43
Figure 11:	Sun City Menifee Valley Area Plan Historic Wildfire Areas	45
Figure 12:	Sun City/Menifee Area Plan Seismic Hazards.....	47
Figure 13:	Sun City/Menifee Area Plan Steep Slope	49
Figure 14:	Sun City/Menifee Area Plan Slope Instability	51

LIST OF TABLES

Table 1:	Land Use Designations Summary	15
Table 2:	Statistical Summary of Sun City/Menifee Area Plan	18

General Plan Amendments adopted since 12/31/09:

- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;
- GPA No. 921, BOS RSLN 2016-098, 03/29/16;
- GPA No. 1129, BOS RSLN 2016-243, 12/13/16;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15;
- GPA No. 1122, BOS RSLN 2016-234, 12/06/16;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21



Sun City/Menifee Valley Area Plan

Vision Summary

The County of Riverside General Plan and Area Plans have been shaped by the RCIP Vision. The following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of Sun City/Menifee Valley as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, fast forward yourself to 2020 and here is what it will be like.

“Riverside County is a family of special communities in a remarkable environmental setting.”

It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. Twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through Riverside County, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities;
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County of Riverside. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. In fact, the customized Oasis transit system now operates quite successfully in several cities and communities.

Our Communities and Neighborhoods

Your choice in the kind of community and neighborhood we prefer is almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.

Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is

now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

Introduction

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



Quotes: quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



Factoids: interesting information about Riverside County that is related to the element



References: contacts and resources that can be consulted for additional information



Definitions: clarification of terms and vocabulary used in certain policies or text.

The Menifee Valley conveys to the resident and visitor alike a sense of spaciousness. For the most part, except for the abrupt hillocks that dot the landscape, the Valley’s flatness is accentuated by the surrounding hills and distant mountains. Long the home of the Sun City retirement community (the reason for this area plan’s double name), the empty spaces are now more rapidly filling with suburban and rural community expansion. Especially near the dominating swath cut by the Interstate 215 Freeway and along the Newport Road corridor, it is as if a magnet had attracted the numerous recent and emerging developments. Many more are still on paper, waiting to demonstrate evidence that this is one of the major growth areas in western Riverside County.

The Sun City/Menifee Valley Area Plan doesn’t just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in the continued prosperity of this distinctive Valley to understand the physical, environmental and regulatory characteristics that make this such a unique area. Background information also provides insights that help in understanding the issues that require special focus here and the reasons for the more localized policy direction found in this document.

Each section of the Area Plan addresses critical issues facing Sun City/Menifee Valley. Perhaps a description of these sections will help in understanding the organization of the Area Plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the Area Plan fits with what is around it and how it relates to the cities that impact it. Physical features are described in a section that highlights the planning area’s communities, surrounding environment and natural resources. This leads naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and area plan levels.

While a number of these designations reflect the unique features found only in the Sun City/Menifee Valley Area Plan, a number of special policies are still necessary to address unique situations. The Policy Areas section presents these policies. Land use isn’t the only key factor in developing and conserving land here. The Plan also describes relevant transportation issues, routes and modes of transportation in the Circulation section. The key to understanding the valued open space network is described in the Multipurpose Open Space section. There are both natural and man made hazards to consider, and they are spelled out in the Hazards section.

There is already a strong sense of community in this impressive valley. Maintaining that identity in the face of extensive growth and change is the challenge.

A Special Note on Implementing the Vision

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflects the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Policies at the General Plan and area plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and the conditions in the Sun City/ Menifee Valley area.

To illustrate how the Vision has shaped this area plan, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.

Community Buffers. Because of the relatively unconstrained nature of the landscape, Sun City/Menifee accommodates a high proportion of the land area in Community Development and Rural Community designations. Yet, opportunities to maintain community edges exist on the east, west and southerly reaches of the Plan. This is achieved through a combination of Rural Residential, Rural Mountainous, and Estate Density Residential designations, capitalizing on established land use patterns and the hills toward the Valley's south and west perimeters.

Data in this area plan is current as of March 23, 2010. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

Location

The pivotal location of this area is clearly evident in [Figure 1](#), Location. The Sun City/Menifee Valley Area Plan is surrounded by four area plans that constitute a major portion of the vast development potential in western Riverside County. Starting to the south and moving clockwise, we find the adjacent Southwest Area Plan, and plans for Elsinore, Mead Valley, and Harvest Valley/Winchester. The cities of Perris, Lake Elsinore, Canyon Lake, and



Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors. However, it may also contain state and federal properties that lie outside of Board authority.

Murrieta frame this 30,000-acre valley on the north, west, and south. The massive new Diamond Valley Lake lies to the east. These relationships can be better visualized by reference to [Figure 1](#), Location, which also depicts the unincorporated places that have a strong local identity. As a framework for these locales, some of the more prominent physical features are also shown on [Figure 1](#).

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That applies here as well. While not as close to the surrounding mountains as some other areas, the central location of the Sun City/Menifee Valley area affords an ample view of the mountain vistas that dominate the remarkable setting of western Riverside County. This section describes the setting, features and functions that are unique to the Sun City/Menifee Valley Area Plan. These defining characteristics are shown on [Figure 2](#), Physical Features.

Setting

Menifee Valley consists largely of a flat valley floor surrounded by hillside and mountainous features. Rugged rock outcroppings are scattered throughout the area and serve to break up the visual sameness typical of unvaried landscapes. The City of Menifee surrounds Interstate 215, north and south of Newport Road. Pockets of rural residential and very low density development scatter throughout the periphery of the valley, with occasional estate development spotted among the hillside areas. This pattern, for example, typifies the Murrieta hills along the plan's southern border west of Interstate 215. Quail Valley, a small community of distinct character, lies to the west of Sun City, north of the City of Canyon Lake.

To understand the significance of what is happening in this broad valley today and what is envisioned in the future, it pays to examine the rich history and heritage surrounding this land. Over a hundred years ago—in fact, back in the 1880s—this community was settled by dryland grain farmers. They were not alone. The area has also hosted a gold mining district, the cultivation of alfalfa and other irrigated crops, and even inland rail connections between Colton, Temecula, Perris, and San Jacinto.

Looking to the future, given the absence of significant seismic or geologic hazards, convenient access to Interstate 215—an important corridor between Riverside and the Temecula Valley—and enough flat land to accommodate significant amounts of development, the area is well suited to accommodate growth pressures in a way that fulfills the Riverside County Vision.

Unique Communities

South Valley

In its most southerly extent, Menifee Valley is characterized by rural community residential development (generally one acre or larger lot sizes) interspersed with vacant lots and occasional hillocks and picturesque rock outcroppings so typical of western Riverside County. A limited amount of supporting uses, including schools and commercial development serve the residents. Some agricultural activity remains, together with private animal-keeping activities and other home-based businesses.

Incorporated Cities

The City of Menifee is the only incorporated city contained within the Area Plan boundaries, the planning area is bordered by four cities: Murrieta, Perris, Canyon Lake, and Lake Elsinore. The City of Murrieta extends to the southern portion of the Valley along Interstate 215 (in fact, a small portion of its sphere of influence is included within the boundary of this area plan) and, to the southwest, the City of Canyon Lake lies just beyond the Area Plan boundary. The City of Lake Elsinore extends to the Plan's boundary, while the City of Perris is adjacent to the northerly edge of the Plan.

It is noteworthy that most of this planning area has been designated as an Unincorporated Community by the Local Agency Formation Commission (LAFCO) in recognition of a community interest in considering eventual incorporation and in preventing piecemeal annexation to adjacent cities.

City of Menifee

The City of Menifee was officially established on October 1, 2008. It is generally bordered on the north, west, and south by the cities of Perris, Canyon Lake, Lake Elsinore, and Murrieta and on the southwest by the City of Wildomar. To the east and northeast, the City of Menifee is bordered by unincorporated Riverside County territory. The City of Menifee is comprised of the communities of Sun City, Menifee Lakes, Quail Valley and Romoland.

True urbanization commenced with the founding of Sun City in 1962, west of Interstate 215 and north of Salt Creek. The community was initially a "seniors only" housing development as part of the Del Webb complex of retirement communities. Over the years, some family developments and apartments began to appear. Supporting commercial and retail shops have also been added as the population grew.

The Menifee area began to grow further in 1989 with the master-planned community of Menifee Lakes and continues to be one of the fastest growing communities in California. Quail Valley is a semirural residential community in the northwestern section of the city, and Romoland is a residential and commercial community in the northeastern section of the city. As of 2009, the City of Menifee encompassed nearly 46.6 square miles and had a population of approximately 67,705.



A "**sphere of influence**" is the area outside of and adjacent to a city's border that the city has identified as a future logical extension of its jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.



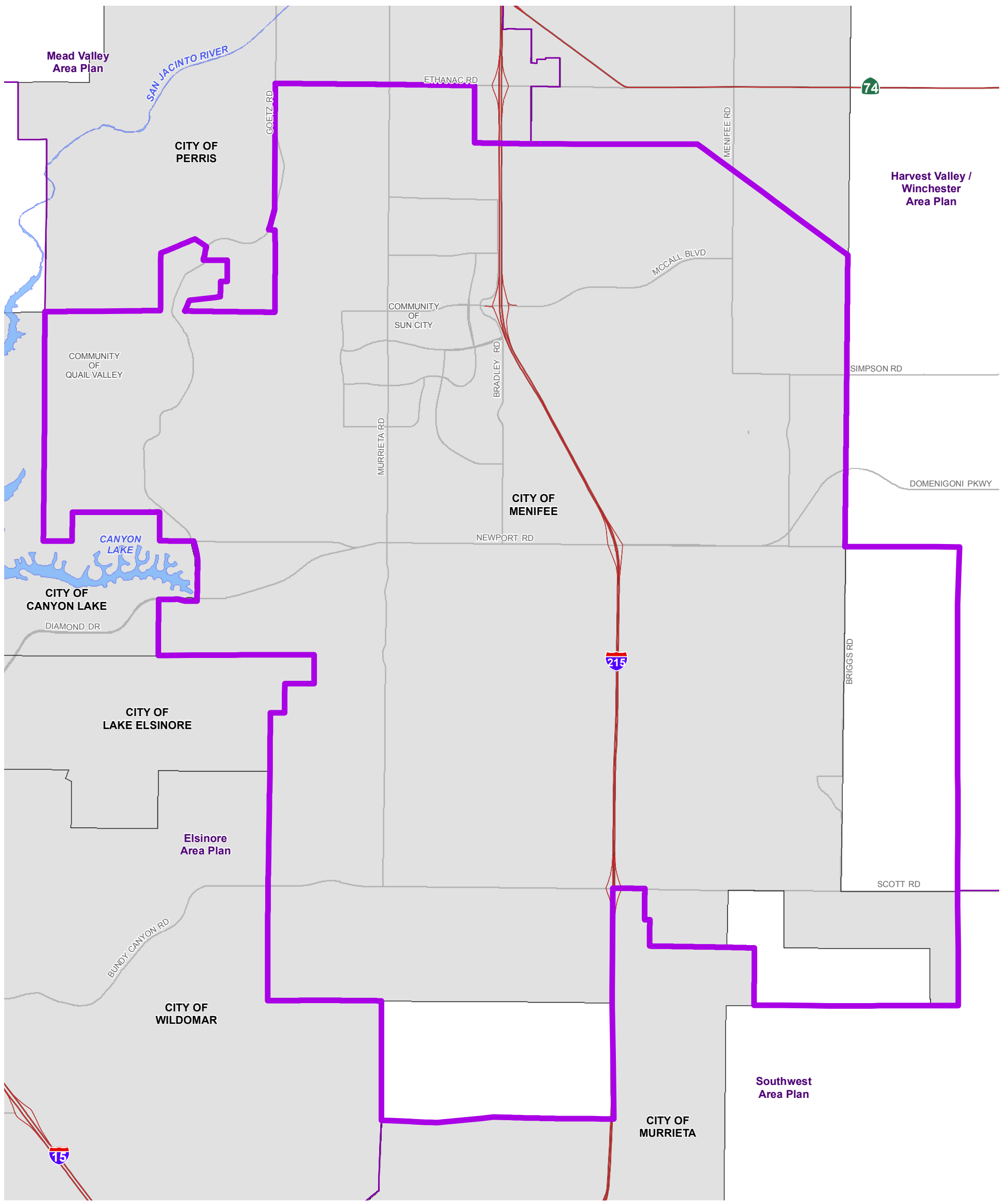
A **Community of Interest (COI)** is a study area designated by LAFCO within unincorporated territory that may be annexed to one or more cities or special districts, incorporated as a new city, or designated as an **Unincorporated Community (UC)** within two years of status obtainment. Designation of an area as a UC may require removal from a municipal sphere of influence since the two designations are mutually exclusive.

Land Use Plan





The Land Use Plan focuses on preserving the unique features in the Sun City/Menifee Valley area and, at the same time, guides the accommodation of future growth. To accomplish this, more detailed land use designations are applied than for the Countywide General Plan.

The Sun City/Menifee Valley Land Use Plan, [Figure 3Figure-3](#), depicts the geographic distribution of land uses within this area. The Plan is organized around 8 Area Plan land use designations. These land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community, and Community Development. Table 1, Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in [Figure 3Figure-3](#), Land Use Plan, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Sun City/Menifee Valley Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population and employment capacities.



Data Source: Riverside County

-  Highways
-  Area Plan Boundary
-  Waterbodies
-  City Boundary

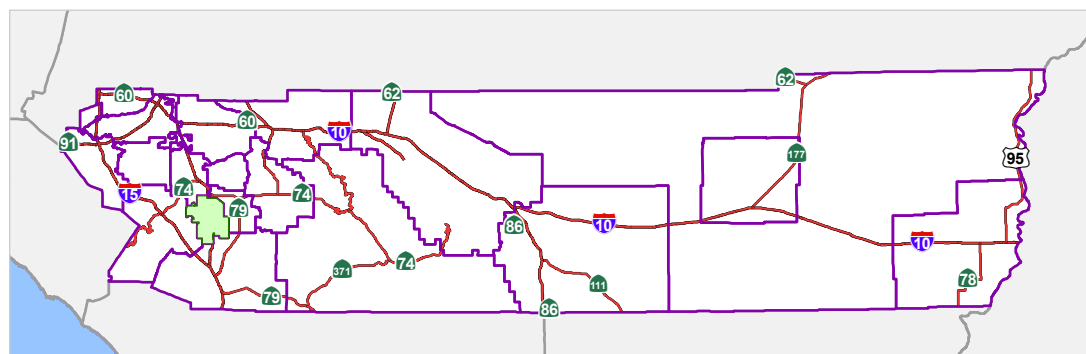
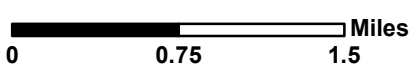


Figure 1



December 8, 2015



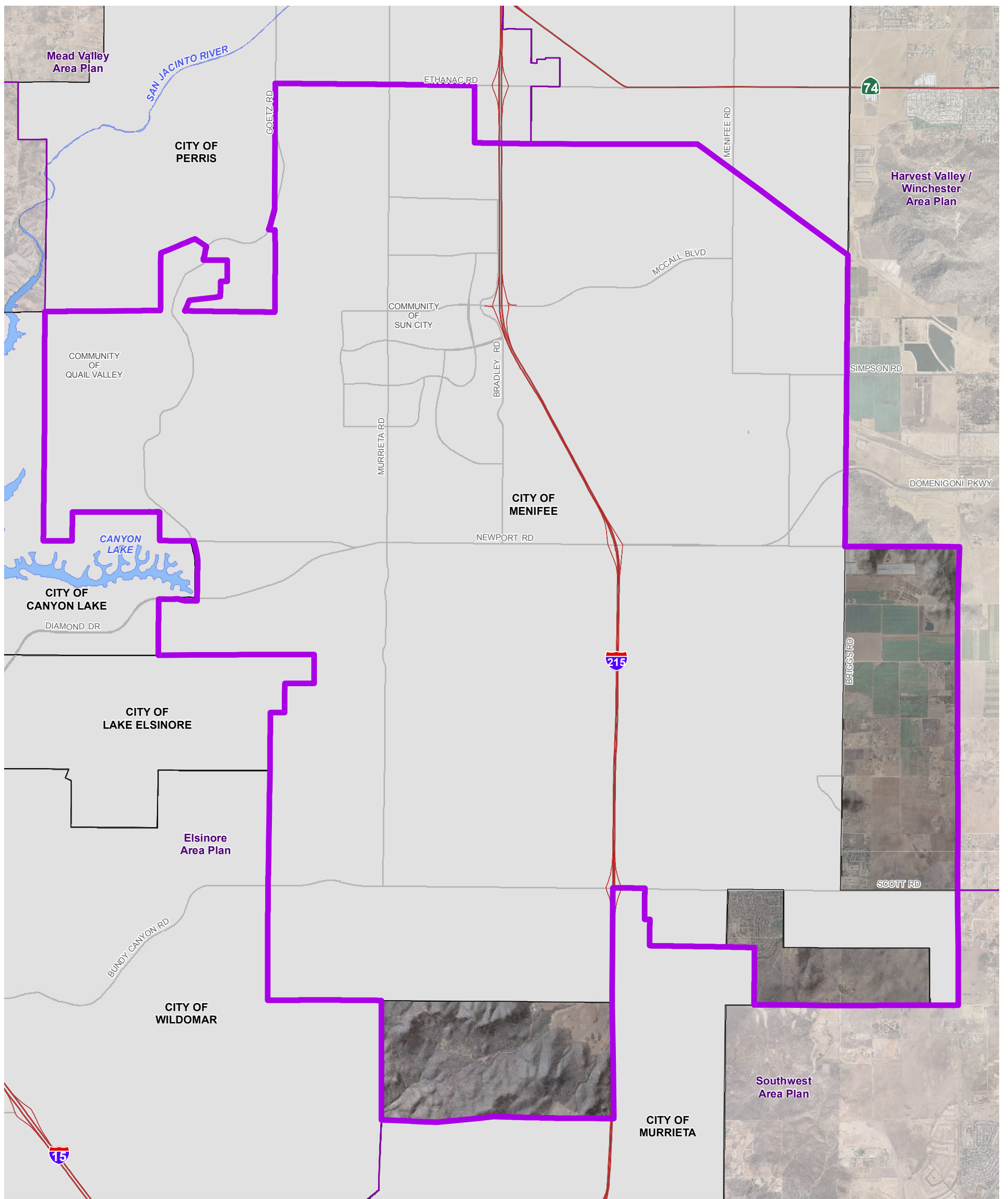
Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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.



SUN CITY/MENIFEE AREA PLAN LOCATION

Path: \\agency\img\Projects\Planning\AreaPlan\80\SunCity\Menifee\MXD\EL_SCMAP_Location.mxd

This page intentionally left blank



Data Source: Riverside County





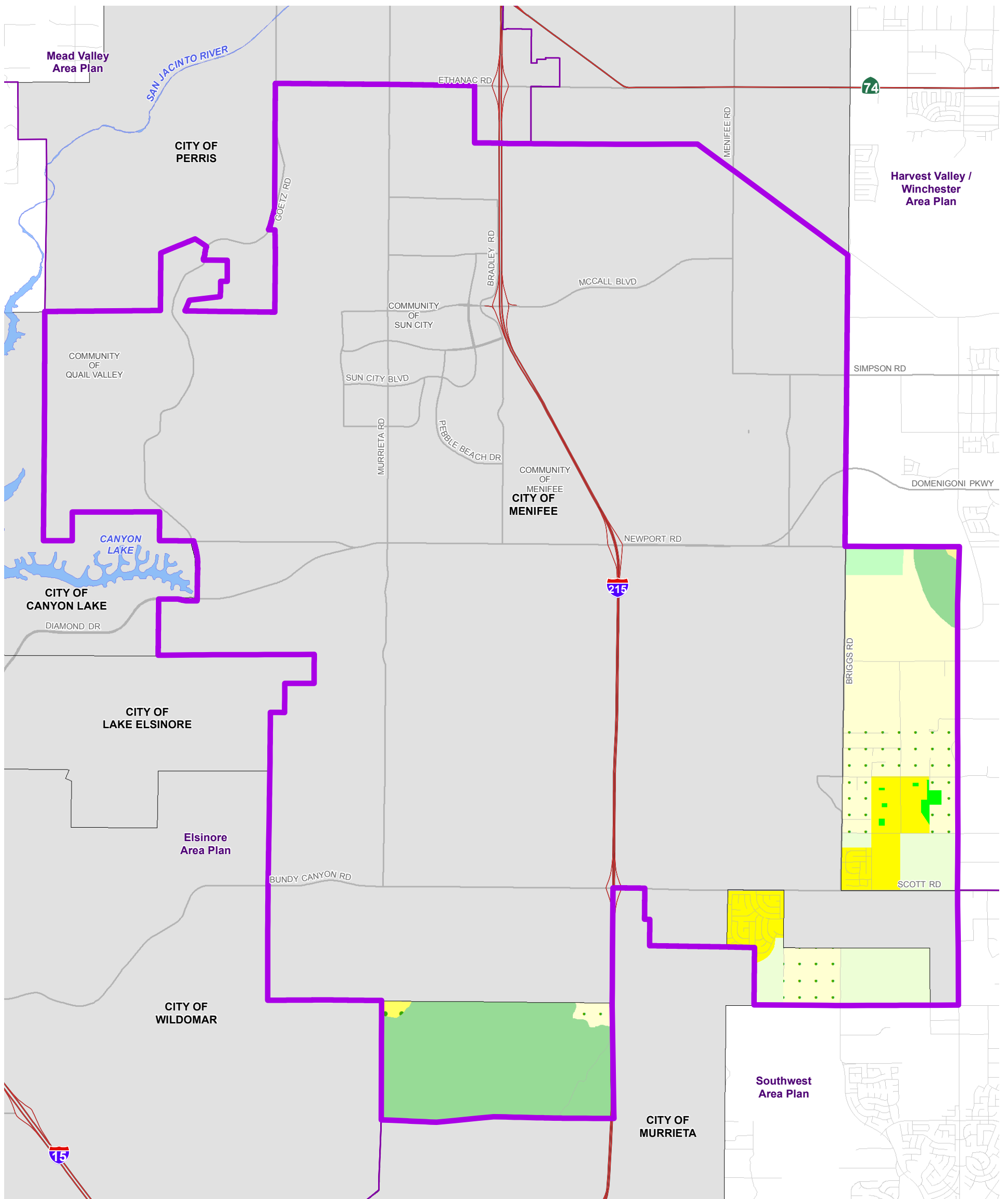
-  Highways
-  Area Plan Boundary
-  Waterbodies
-  City Boundary

Figure 2

This page intentionally left blank



Data Source: Riverside County Planning

COMMUNITY DEVELOPMENT

- Estate Density Residential
- Very Low Density Residential
- Medium Density Residential

RURAL COMMUNITY

- Rural Community - Estate Density Residential
- Rural Community - Low Density Residential
- RURAL**
- Rural Residential

Rural Mountainous

- AGRICULTURE**
- Agriculture

Highways

- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 3

This page intentionally left blank

Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1,2,3,4}	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat (CH)	N/A	<ul style="list-style-type: none"> Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.
	Water (W)	N/A	<ul style="list-style-type: none"> Includes bodies of water and natural or artificial drainage corridors. Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	Recreation (R)	N/A	<ul style="list-style-type: none"> Recreational uses including parks, trails, athletic fields, and golf courses. Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> One single-family residence allowed per 20 acres. Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> Mineral extraction and processing facilities. Areas held in reserve for future mineral extraction and processing.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1,2,3,4}	Notes
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	14 - 40 du/ac	<ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.
	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses .
	Heavy Industrial (HI)	0.15 - 0.50 FAR	<ul style="list-style-type: none"> More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
	Public Facilities (PF)	≤ 0.60 FAR	<ul style="list-style-type: none"> Civic uses such as County of Riverside administrative buildings and schools.
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
Mixed-Use Area		<ul style="list-style-type: none"> This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned. 	

Table 1, continued

Overlays and Policy Areas

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	<ul style="list-style-type: none"> Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	<ul style="list-style-type: none"> Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	<ul style="list-style-type: none"> This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ½ acre per structure.

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21)

Table 2: Statistical Summary of Sun City/Menifee Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁶				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	80	4	10	4
<i>Agriculture Foundation Sub-Total:</i>	80	4	10	4
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	509	69	165	NA
Rural Mountainous (RM)	1,397	69	165	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	1,906	138	330	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	680	218	520	NA
Very Low Density Residential (RC-VLDR)	0	0	0	NA
Low Density Residential (RC-LDR)	19	29	69	NA
<i>Rural Community Foundation Sub-Total:</i>	699	240	573	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	0	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	0	NA	NA	NA
Open Space-Water (OS-W)	0	NA	NA	NA
Open Space-Recreation (OS-R)	23	NA	NA	3
Open Space-Rural (OS-RUR)	0	0	0	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	0	0	0	0
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	742	236	563	NA
Very Low Density Residential (VLDR)	7	5	12	NA
Low Density Residential (LDR)	0	0	0	NA
Medium Density Residential (MDR)	455	1,449	3,455	NA
Medium-High Density Residential (MHDR)	0	0	0	NA
High Density Residential (HDR)	0	0	0	NA
Very High Density Residential (VHDR)	0	0	0	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail ² (CR)	0	NA	NA	0
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	0	NA	NA	0
Light Industrial (LI)	0	NA	NA	0
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	0	NA	NA	0
Public Facilities (PF)	0	NA	NA	0
Community Center (CC) ³	0	0	0	0
Mixed-Use Area (MUA)	0	0	0	0
<i>Community Development Foundation Sub-Total:</i>	1,204	1,690	4,030	0
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	3,912	2,079	4,959	7
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	26,707	---	---	---
Indian Lands	0	---	---	---
Freeways	0	---	---	---
<i>Other Lands Sub-Total:</i>	26,707			
TOTAL FOR ALL LANDS:	30,619	2,079	4,959	7

Table 2, continued

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
POLICY AREAS⁴				
Highway 79	2,580	---	---	---
Estate Density Residential and Rural Residential	2,015	---	---	---
<i>Total Area Within Policy Areas:⁴</i>	4,644			
TOTAL AREA WITHIN SUPPLEMENTALS:⁵	4,644			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
 - 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
 - 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
 - 4 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
 - 5 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
 - 6 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- * Table was updated to incorporate GPA Nos. 921 and 1129; as well as city incorporations, adopted after December 08, 2015
 * Table was updated to change the Mixed-Use Planning Area to Mixed-Use Area, to be consistent with GPA No. 1122 Land Use Element

Land Use Concept

The Sun City/Menifee Valley Area Plan reflects much of the previous Community Plan. To the extent possible, Community Development areas extend outward from the existing urbanized community areas. Furthermore, an effort is made, wherever existing and already approved land uses permit, to enhance existing concentrations of activity and distinguish them from other concentrations in and around the Area Plan.

A Rural Mountainous area separates the City of Menifee from the City of Murrieta, west of Interstate 215. Wherever possible, such as along Paloma Wash, the intent is for open space to figure heavily in the design of development projects. This approach, in fact, is a fundamental requirement to capitalize on the more limited natural open space features here, as compared to many of the other area plans in western Riverside County. Each hillock, rock outcropping, slope, and drainage course must be used to enhance the development that occurs here.

“

Growth is focused in areas that are well served by public facilities and services. Major transportation corridors link our communities and nearby open space preserves help define them. It is clear what areas are to be developed and which are to be preserved.

”

-RCIP Vision

Policy Areas

A Policy Area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries of the Sun City/Menifee Valley Policy Areas are shown on [Figure 4](#), Overlays and Policy Areas, and are described in detail below.

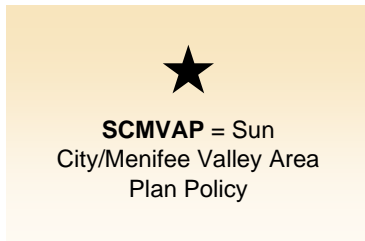
Policy Areas

Two policy areas have been designated within the Sun City/Menifee Valley Area Plan. They are important locales that have special significance to the residents of this part of Riverside County. These policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Sun City/Menifee area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries are shown on [Figure 4](#), Overlays and Policy Areas. These boundaries are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.

Highway 79 Policy Area

~~The purpose of the Highway 79 Policy Area is to address transportation infrastructure capacity within the policy area. Applicable policies are also located in the Circulation Element of the General Plan.~~

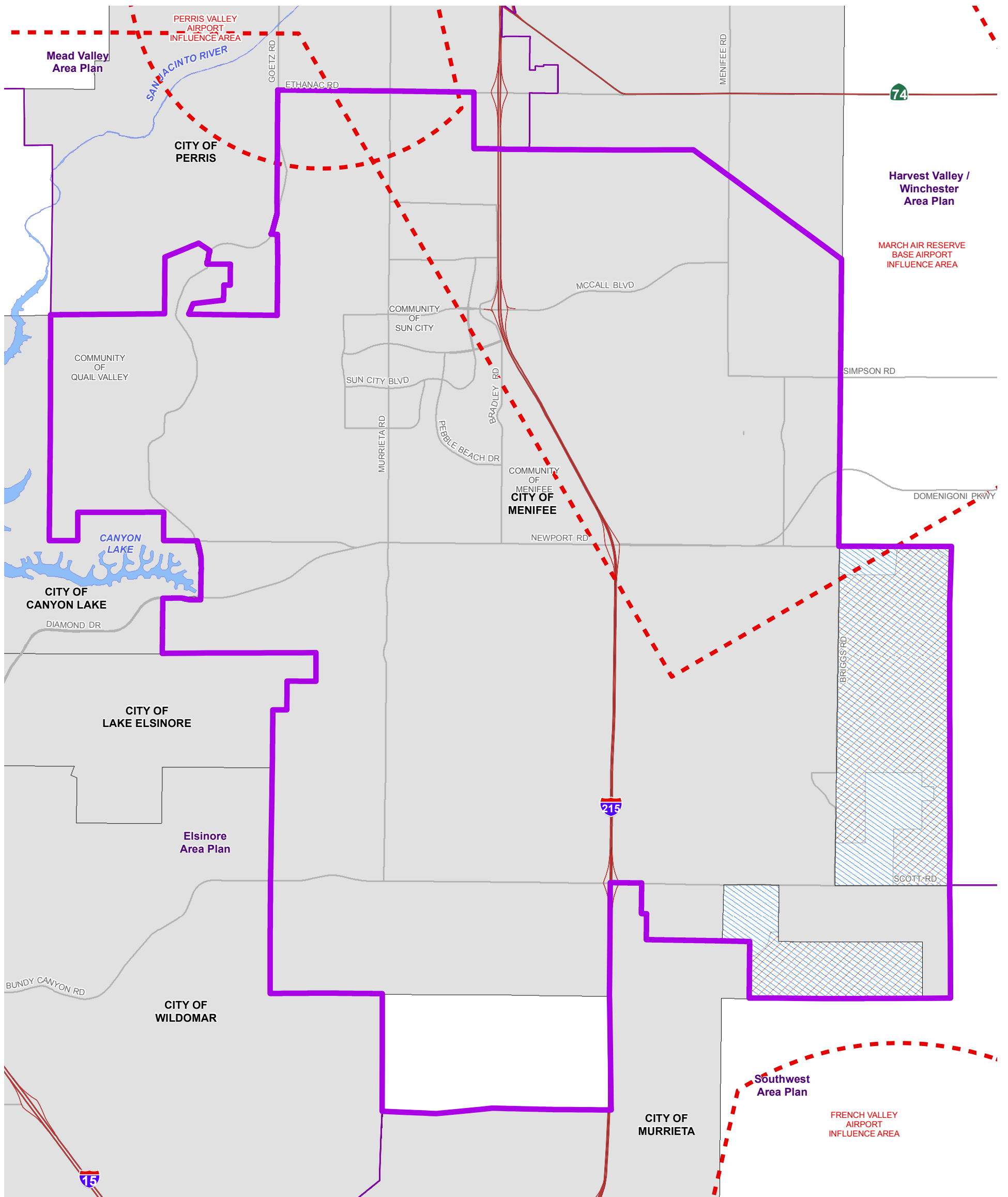
Policies:



~~SCMVAP 1.1 — Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto and Banning. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation.~~

~~SCMVAP 1.2 — Maintain a program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.~~

~~SCMVAP 1.3 — To ensure that Riverside County’s traffic volume range breaks for the various facility types used to determine LOS stay current, review and update the thresholds periodically.~~



Data Source: Riverside County Planning








-  Estate Density Residential & Rural Residential Policy Area
-  Highway 79 Policy Area
-  Airport Influence Areas
-  Highways
-  Area Plan Boundary
-  Waterbodies
-  City Boundary

Figure 4

This page intentionally left blank

Estate Density Residential and Rural Residential Area East of Interstate 215

This residential area consists of rural estate development, with custom house development as the main pattern. The character is rural in intensity, but more in line with estate development as it has traditionally been developed. The low intensity qualities of this area are well established and strongly supported by local residents and property owners. Until that perspective changes significantly, growth and development should be focused elsewhere.

Policy:

SCMVAP 2.1 Residential development in this area shall retain its existing estate density and rural character.

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in Sun City/Menifee Valley, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character and features of this unique area. The Local Land Use Policies section provides policies to address those land use issues relating specifically to the Sun City/Menifee Valley Area Plan.

Local Land Use Policies

Third and Fifth Supervisorial District Design Standards and Guidelines

Since the Sun City/Menifee Valley Area Plan, at the time of adoption, falls into the Third Supervisorial District, a set of design guidelines is applicable to the area. The Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts are for use by property owners and design professionals submitting development applications to the Riverside County Planning Department. The guidelines have been adopted to advance several specific development goals of the Third and Fifth Districts. These goals include: ensuring that the building of new homes is interesting and varied in appearance; utilizing building materials that promote a look of quality development now and in the future; encouraging efficient land use while promoting high quality communities; incorporating conveniently located parks, trails and open space into designs; and encouraging commercial and industrial developers to utilize designs and materials that evoke a sense of quality and permanence.

Policy:

SCMVAP 3.1 Adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts.

Public Facilities and Services

Growth pressure, and the resultant significant development potential within the planning area, will require attention to the concurrent development of public facilities and services.

Policies:

- SCMVAP 4.1 Ensure adequate and available public facilities and services through adherence to the General Plan Land Use Element.
- SCMVAP 4.2 Coordinate the expansion of public facilities and services with transportation system planning efforts through adherence to the General Plan Circulation Element.
- SCMVAP 4.3 Coordinate development with appropriate school districts on the basis of 10 acres for an elementary school; 20 acres for a middle school; and 40 acres for a high school, unless modified by the school district.

Mt. Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires darkness so that the night sky can be viewed clearly. The presence of the observatory necessitates unique nighttime lighting standards in the Sun City/Menifee Valley, as shown on [Figure 5](#), Mt. Palomar Nighttime Lighting Policy. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the view. This is an excellent example of a valuable public resource that requires special treatment far beyond its immediate locale.

Policy:

- SCMVAP 5.1 Adhere to the County of Riverside lighting requirements for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

Urban/Rural Land Use Interface

As housing tracts featuring residential development at densities greater than two dwelling units per acre are established in the southern half of Menifee Valley (areas southerly of Keller Road), an area that has traditionally been a rural community, the differences in type and intensity of uses may generate conflict if appropriate transitional buffers are not established. In this area, these transitional buffers are best accomplished by maintaining open space and large lots along such boundaries, rather than by reliance on block walls.

Policy:

- SCMVAP 6.1 Projects proposing residential developments at densities exceeding two dwelling units per acre shall provide transitional buffers wherever such projects are located adjacent to, or on the opposite side of a street from, either (a) improved properties one acre or larger in area or (b) land that is designated Rural Community or Rural, in order to ensure adequate protection for residents who desire to maintain Rural Community or Rural uses, including animal-keeping uses. Such transitional buffers shall not include block walls unless such block walls are otherwise required by Ordinance No. 348 or by design guidelines, or for noise mitigation or

protection from natural hazards. Transitional buffers may include the use of larger lot sizes (for example, the use of one-acre lots adjacent to or across the street from such lots), an open space corridor, trails, paseos, and/or screening landscaping. The use of wrought iron or open fencing is encouraged in such buffer transition areas.

Circulation

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, and automobiles and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. The circulation system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region by a number of transportation options.

As stated in the Vision and the Land Use Element, Riverside County is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to use the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to this area plan, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of the Sun City/Menifee Valley Area Plan is tied to the countywide system and its long range direction. As such, successful implementation of the policies in this area plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for the Sun City/Menifee Valley Area Plan is shown on ~~Figure 6~~[Figure 6](#), Circulation. The vehicular circulation system is anchored by Interstate 215, which is the major thoroughfare in this portion of Riverside County, linking Sun City to northern Riverside County and San Diego County. A system of connected major and arterial highways and collector roads serves local uses and augments Interstate 215 in moving through traffic to and from other communities. Expressways and arterials include Ethanac Road, McCall Boulevard, Newport Road, Scott Road, Briggs Road, Murrieta Road, and Menifee Road.

Policy:

SCMVAP 7.1 Design and develop the vehicular roadway system per ~~Figure 6~~[Figure 6](#), Circulation, and in accordance with the System Design, Construction and Maintenance section in the General Plan Circulation Element.

Trails and Bikeway System

The County of Riverside contains bicycle, pedestrian, and multipurpose trails that traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, equestrian users and others as an integral part of Riverside County’s circulation system. The trails serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities.

As shown on [Figure 7](#)~~Figure 7~~, Trails and Bikeway System, a network of trails has been planned in this area plan, which mainly follows the roadway circulation routes. The trail system in the Sun City/Menifee Valley Area Plan must accommodate a range of pedestrian, equestrian and bicycle uses.

Policy:

SCMVAP 8.1 Implement the Trails and Bikeway System, [Figure 7](#)~~Figure 7~~, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.



The California Scenic Highways program was established in 1963 to “Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways.”

Scenic Highways

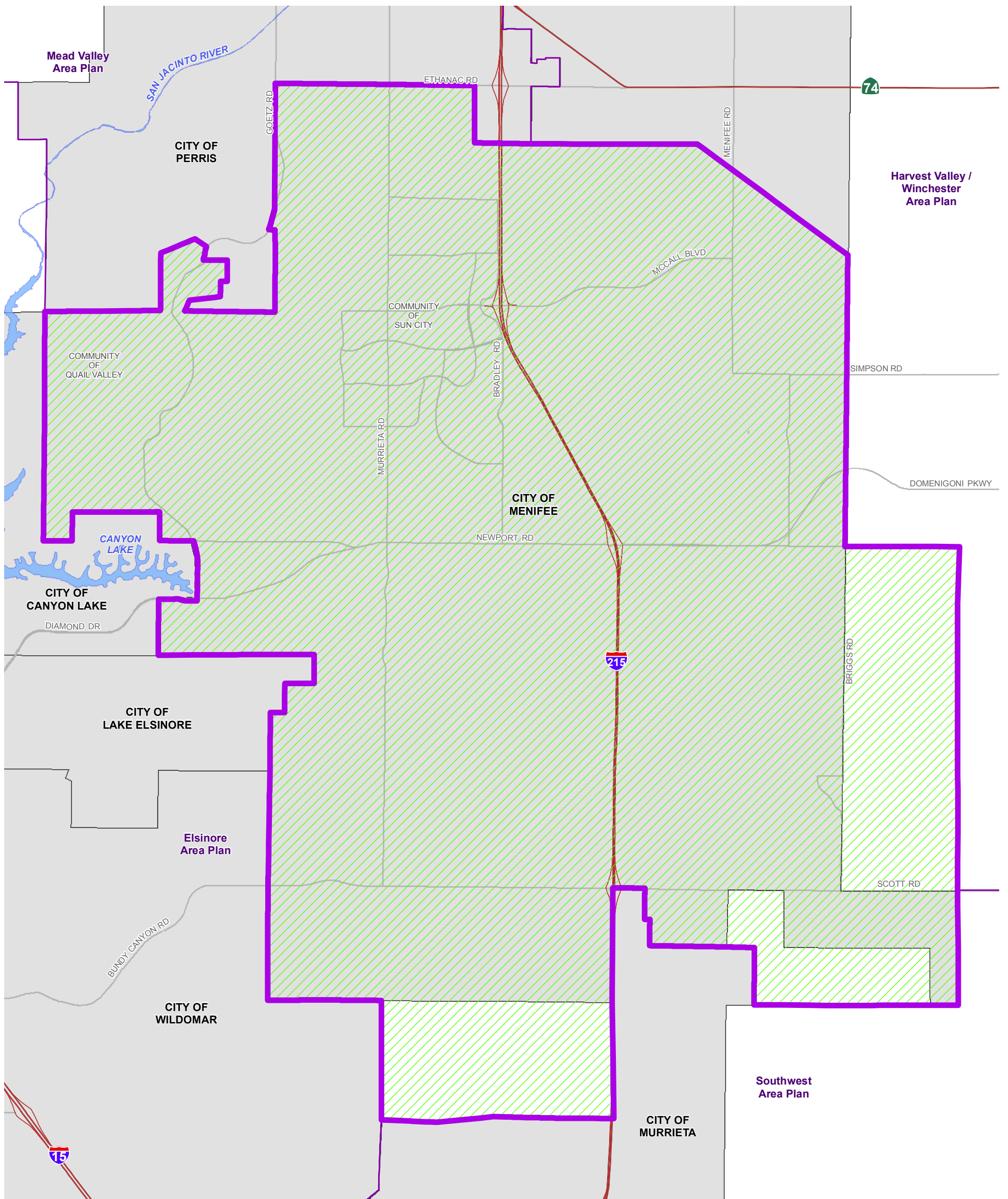
Scenic Highways provide the motorist with views of distinctive natural characteristics that are not typical of other areas in Riverside County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations, and to manage development along scenic highways and corridors so that it will not detract from the area's natural characteristics.

As shown on [Figure 8](#)~~Figure 8~~, Scenic Highways, Interstate 215 from McCall Boulevard to the southerly Plan boundary is a County Eligible Scenic Highway

Policies:

SCMVAP 9.1 Protect the scenic highways in the Sun City/Menifee Valley Area Plan from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

SCMVAP 9.2 Outdoor advertising devices (billboards, not onsite signs identifying a business on the same property as the sign) shall be prohibited within 660 feet of the nearest edge of the right-of-way line of all highways depicted as State Designated, State Eligible, or County Eligible Scenic Highways on [Figure 8](#)~~Figure 8~~, Scenic Highways. The size, height, and type of onsite signs within these areas shall be the minimum necessary for identification. The design, materials, color, and location of onsite signs shall blend with the environment, utilizing natural materials where possible. Signage at locations contiguous to, or clearly visible from, the identified roadways shall be limited to monument signs not greater than six feet in height and signage on exterior building walls.



Data Source: Riverside County (2010)






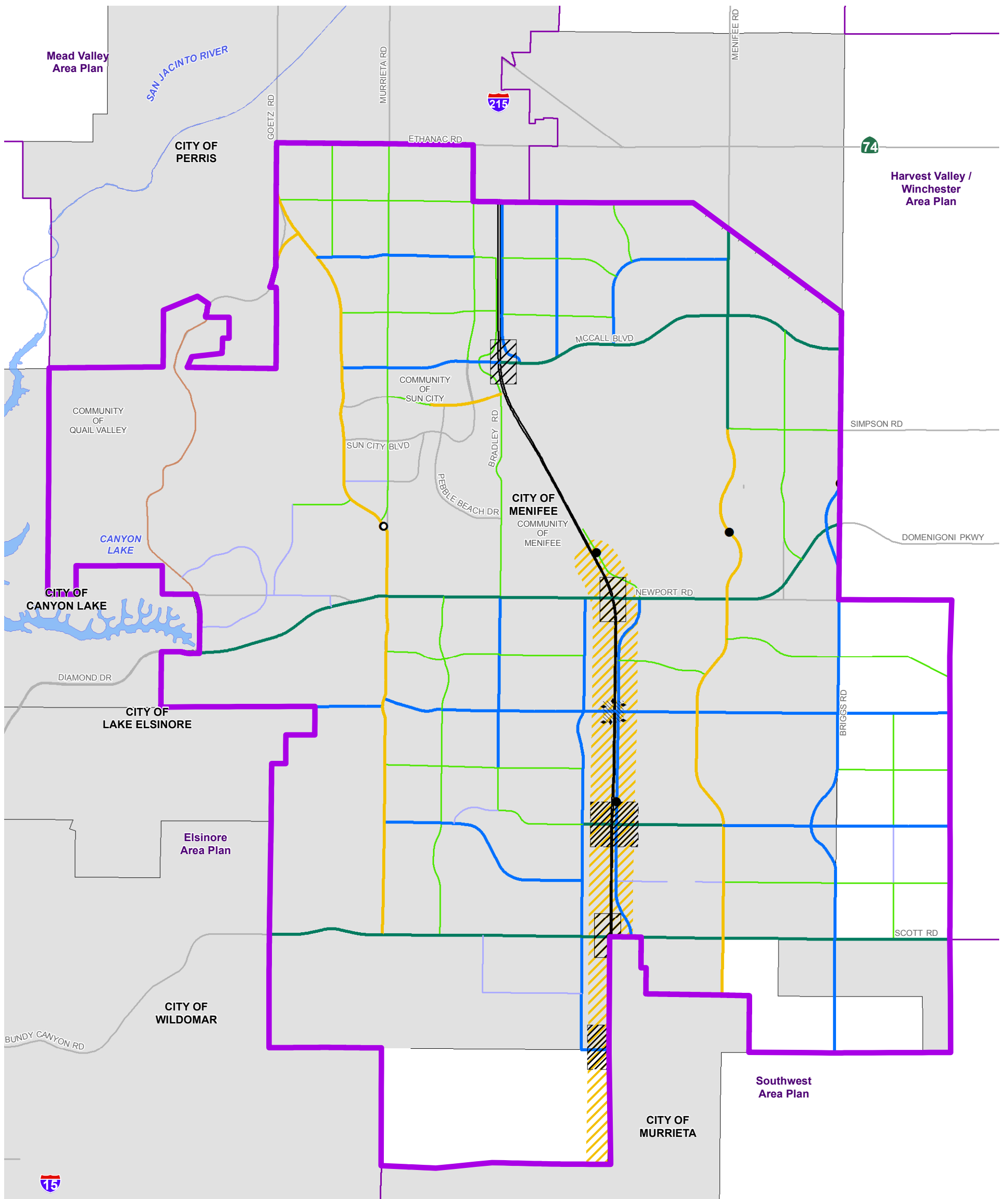
-  Zone B
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 5

Path: \\agency\img\Projects\Planning\AreaPlan\80\SunCity\Menifee\MXD\IEL_SCMAP-palomar.mxd

This page intentionally left blank

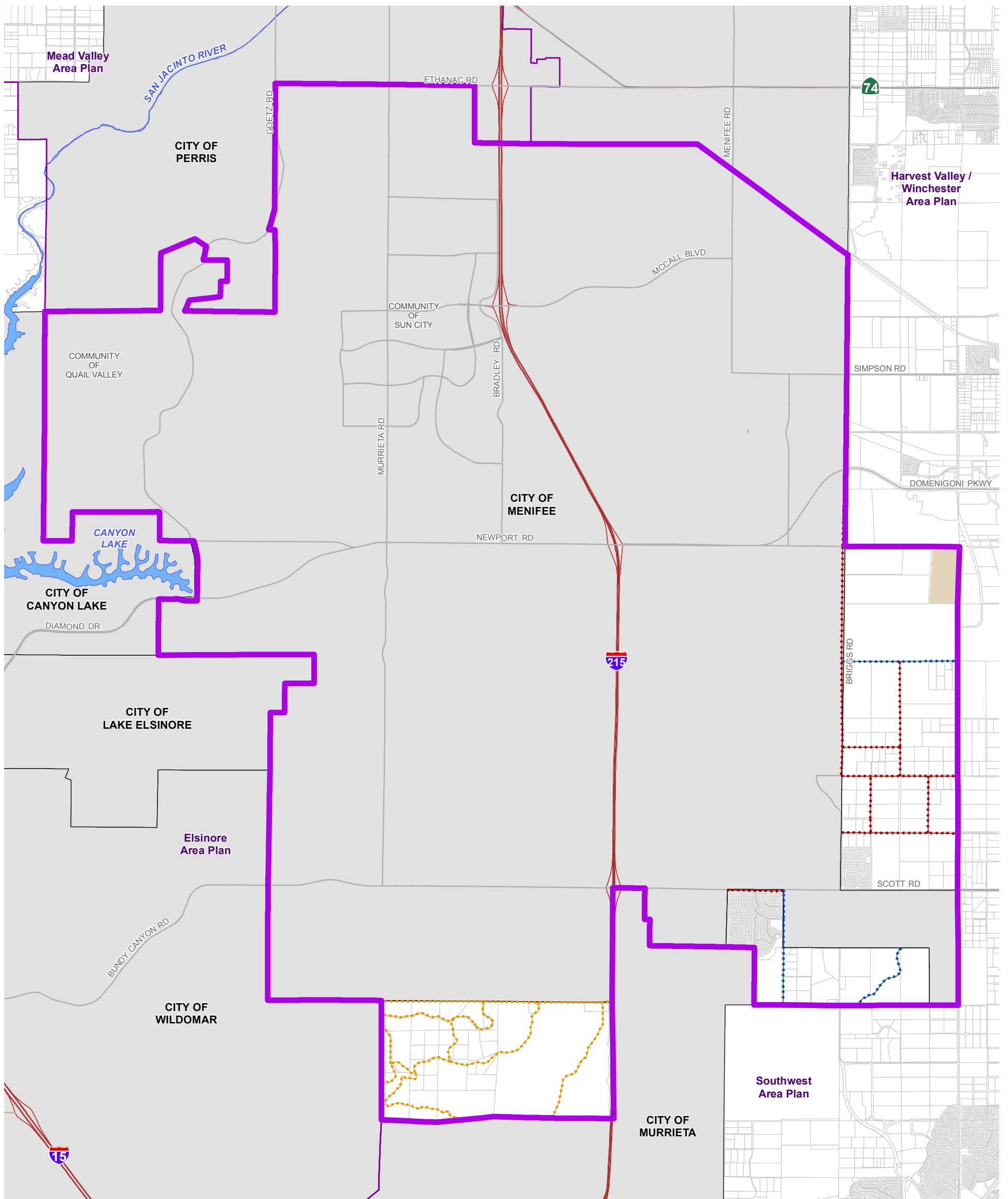


Data Source: Riverside County Transportation









- | | | | |
|-----------------------------------|-----------------------------|------------------------------|--------------------|
| Freeway (Variable ROW) | Existing Interchange | Existing Bridge | Highways |
| Urban Arterial (152' ROW) | Proposed Interchange | Proposed Bridge | Area Plan Boundary |
| Arterial (128' ROW) | Proposed Overpass/Underpass | Winchester to Temecula CETAP | City Boundary |
| Major (118' ROW) | | | Waterbodies |
| Secondary (100' ROW) | | | |
| Mountain Arterial 2 Ln (110' ROW) | | | |
| Collector (74' ROW) | | | |

Figure 6

This page intentionally left blank



Data Source: Riverside County Parks

-  Regional Trail: Urban/Suburban
-  Community Trail
-  Regional Trail: Open Space
-  Bureau of Land Management (BLM) Lands
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Note: Trails shown in non-county jurisdictions for informational/coordination purposes only.

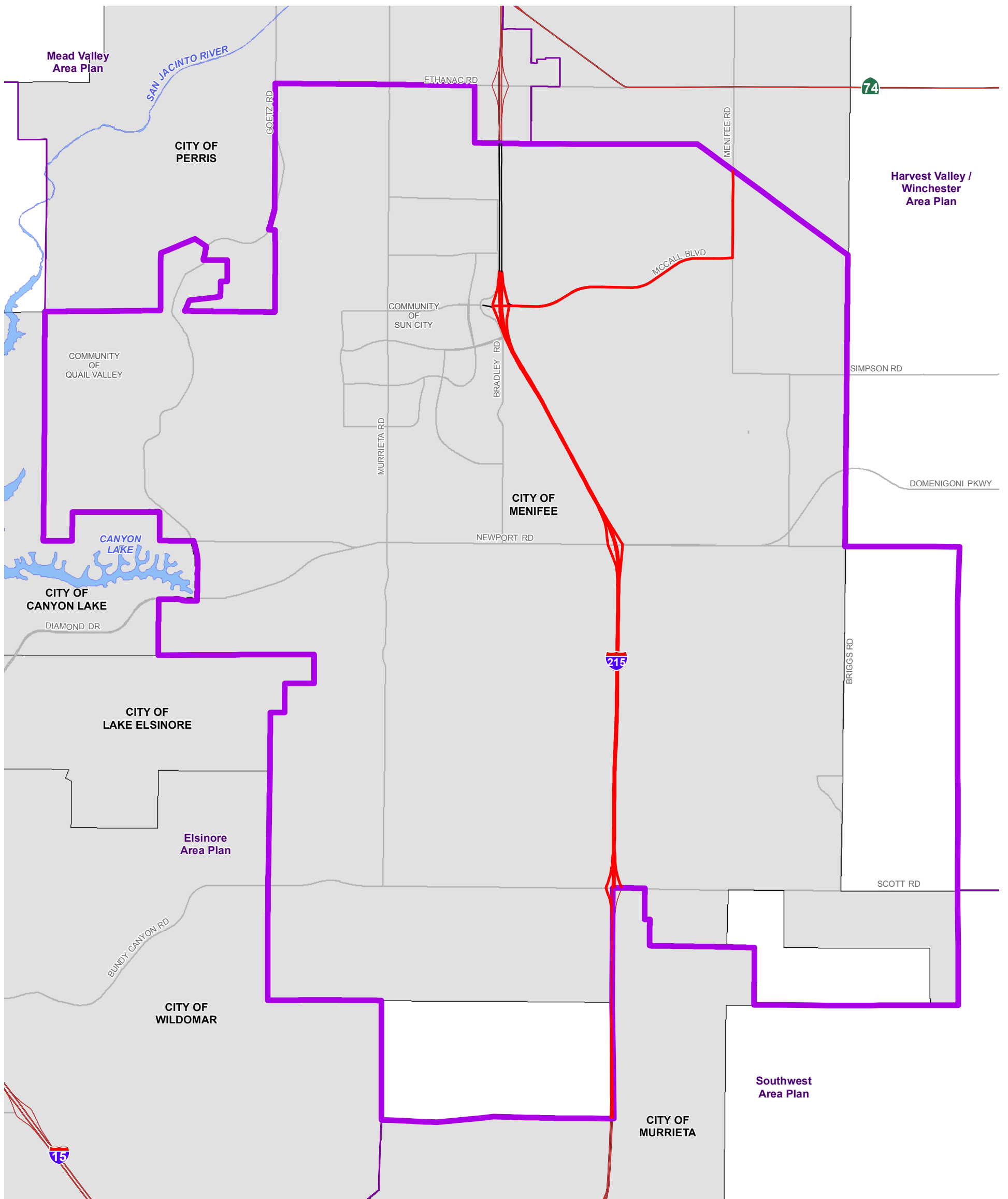
Data Source: Primarily Riverside County Regional Park and Open Space District, with assistance from Riverside County TLMA/Transportation and Planning Departments, Riverside County Economic Development Agency, and other local, state, and federal recreational services agencies.

Note: Trails and bikeway maps are a graphic representation identifying the general location and classification of existing and proposed trails and bikeways in the unincorporated area of the County. All questions regarding precise alignment or improvement standards should be referred to the Riverside County Regional Park and Open Space District.

Note: Except for major regional facilities, trails and bikeways systems located within cities are generally not shown. Where trails and bikeways exist or are planned in the unincorporated area in such a manner that there are opportunities for connections with existing or planned trails and bikeways within adjacent cities, an arrow symbol is used to show the approximate location of the intended connection opportunity. The reader should contact the appropriate city for all information about that city's existing or planned trails and bikeways systems.

Figure 7

This page intentionally left blank



Data Source: Riverside County (2013)/Cal Trans (2013)







-  County Eligible
-  Not Designated
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 8

This page intentionally left blank

Community Environmental Transportation Acceptability Process (CETAP)

The population and employment of Riverside County are expected to significantly increase over the next twenty years. The Community Environmental Transportation Acceptability Process (CETAP) was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate the increased growth and preserve quality of life. These transportation corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified four priority corridors for the movement of people and goods: Winchester to Temecula Corridor, East-West CETAP Corridor, Moreno Valley to San Bernardino County Corridor, and Riverside County - Orange County Corridor.

The East-West CETAP Corridor passes through the Sun City/Menifee Valley between Holland and Garbani Roads, and along Scott Road. This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

Policy:

SCMVAP 10.1 Accommodate the East-West CETAP Corridor in accordance with the CETAP section of the General Plan Circulation Element.

Multipurpose Open Space

The Sun City/Menifee Valley Area contains a variety of open spaces that serve a multitude of functions, hence the label of multi-purpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. This Multipurpose Open Space section is a critical component of the character of the County of Riverside and of the Sun City/Menifee Valley Area Plan. Preserving the scenic background and natural resources of the Valley gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that: these open spaces also help define the edges of and separation between communities, which is another important aspect of the Vision.

In this area plan, the natural characteristics are not dominant. They offer design opportunities for quality development, but on a somewhat limited basis. Habitat preservation opportunities are less extensive here than in many other areas. Achieving a desirable end state of valued local open space to benefit residents and visitors will require sensitive design attention in laying out development proposals.

Local Open Space Policies

Watercourses

Warm Springs Creek, which eventually flows into the Santa Margarita River, begins in the Harvest Valley/Winchester Area Plan and traverses a corner of this plan. Salt Creek divides the Plan area from east to west. Paloma Wash, mostly east of Interstate 215, is a less visible but important major watercourse within the planning area.

Policy:

SCMVAP 11.1 Protect Warm Springs Creek, and Paloma Wash, and Salt Creek through adherence to the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element policies and sensitive development design practices.

Cultural Resources



The 36-acre Ringing Rock site in Menifee was purchased by the County in October 1990 in order to preserve it. The rare rock, which resonates like a bell when struck, may have been used in Native American religious ceremonies.

The Sun City/Menifee Valley Area Plan contains historical, archaeological, cultural, and/or paleontological resources. The Menifee Archaeological Site (“Ringing Rock” site) will be the nucleus of a Native American Interpretive Park connected by trails to other cultural sites and recreation centers.

Policies:

SCMVAP 12.1 Protect the Sun City/Menifee Valley’s historical, archaeological, cultural, and paleontological resources through adherence to applicable policies found within the Cultural Resources and Paleontological Resources sections of the General Plan Multipurpose Open Space Element.

SCMVAP 12.2 Require development proposals to be sensitive to valuable resources and provide additional buffers and/or dedications of land as necessary.

Multiple Species Habitat Conservation Plan



Please refer to the **Multipurpose Open Space Element** of the General Plan for further information on the MSHCP

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public

reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

MSHCP Program Description

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this take of threatened and endangered species. The intent of the MSHCP is for the Wildlife Agencies to grant a Atake authorization for otherwise lawful actions that may incidentally take or harm species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the Western Riverside County MSHCP allows the County of Riverside to take plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP criteria.

Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.

Policies:

- SCMVAP 13.1 Provide for and maintain a continuous linkage along Warm Springs Creek between the Southwestern Riverside County Multi-Species Reserve and French Valley east of Interstate 215 and south of Scott Road. Conservation efforts should focus on the wetlands and connected upland components within and adjacent to the creek recognizing that a continuous wetland connection along Warm Springs Creek does not currently exist.
- SCMVAP 13.2 Conserve upland habitats including coastal sage scrub, annual grassland and agricultural lands in the proposed core habitat conservation area within French Valley.
- SCMVAP 13.3 Conserve auld clays in the proposed core habitat conservation area within French Valley to assist in conservation for Munz’s onion.
- SCMVAP 13.4 Provide opportunities for a connection between the Southwestern Riverside County Multi Species Reserve and the Sedco Hills/Estelle Mountains via French Valley to protect populations of gnatcatchers in both of these areas. This area is also important for plant species which require micro habitats.



The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW)



The following sensitive, threatened and endangered species may be found within this area plan:

- Long-spined spineflower
- Palmer’s grappling hook
- Small flowered morning glory
- Payson’s jewelflower
- Munz’s onion
- Bell’s sage sparrow
- Roufus-crowned sparrow
- Northern harrier
- Burrowing owl
- Riverside fairy shrimp
- Quino checkerspot butterfly
- Bobcat
- Western spadefoot toad
- California gnatcatcher
- Grasshopper sparrow

- SCMVAP 13.5 Protect sensitive biological resources in REMAP through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

Hazards

Portions of Sun City/Menifee Valley may be subject to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, [Figure 9](#) ~~Figure 9~~ to [Figure 13](#) ~~Figure 13~~. These hazards are located throughout the Valley at varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building and conservation techniques. The following policies provide additional direction for issues specific to the Sun City/Menifee Valley Area Plan.

Local Hazard Policies

Flooding and Dam Inundation

The Paloma Wash runs through the Plan Area south of Holland Road. Dam failure at the Diamond Valley Lake poses a significant threat to the planning area. Refer to [Figure 9](#) ~~Figure 9~~, Flood Hazard Zone, for a depiction of flood plains, watercourses and dam inundation areas.

Many techniques may be used to address the danger of flooding, such as altering the water channels, applying specialized building techniques, elevating structures that are in flood plains, and enforcing setbacks. Alternatives to these traditional approaches to flood control, including avoiding development in flood plains, are described in the Multipurpose Open Space Element of the General Plan. Policies included below reflect the objective of reducing flood hazards to current and future development within the flood zones of these watercourses.

Policies:

- SCMVAP 14.1 Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County Ordinance No. 458 Regulating Flood Hazard Areas.
- SCMVAP 14.2 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.
- SCMVAP 14.3 When possible, create flood control projects that maximize multi-recreational use and water recharge.
- SCMVAP 14.4 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.

Wildland Fire Hazard

The majority of the plan area is not subject to wildland fire hazards, but many of the areas in the hills are subject to a moderate to high risk of wildland fires. Methods to address this hazard include such techniques as avoidance of building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and utilizing fire-resistant building techniques. In still other cases, safety-oriented organizations such as Fire Safe can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to [Figure 10](#)~~Figure 10~~, Fire Hazard Severity Zone.

Policy:

SCMVAP 15.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

Seismic

Compared to many other portions of Southern California, localized seismic hazard potential here is relatively slight. There is one short fault within this Plan area. There are, however, more remote faults, such as the San Andreas and San Jacinto Faults, that pose significant seismic threat to life and property here. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, enforcement of setbacks from local faults, and sound grading practices will help to mitigate potentially dangerous circumstances. Refer to [Figure 12](#)~~Figure 12~~, Seismic Hazards, for the location of liquefaction areas within the Sun City/Menifee Valley.

The Murrieta Quadrangle Seismic Hazard Zone Map was officially released by the California Geological Survey through its Seismic Hazards Zonation Program in December 5, 2007. The Murrieta Quadrangle Seismic Hazard Map Zones of Required Investigation (ZORI) for liquefaction and slope instability are respectively shown on [Figure 11](#)~~Figure 11~~ and [Figure 13](#)~~Figure 13~~. The purpose of the ZORI is to delineate areas within which soil conditions, topography and the likelihood of future ground shaking indicate sufficient hazard potential to justify a site-specific geotechnical investigation.

Policy:

SCMVAP 16.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.



Fire Fact:

Santa Ana winds create a special hazard. Named by the early settlers at Santa Ana, these hot, dry winds heighten the fire danger throughout Southern California.



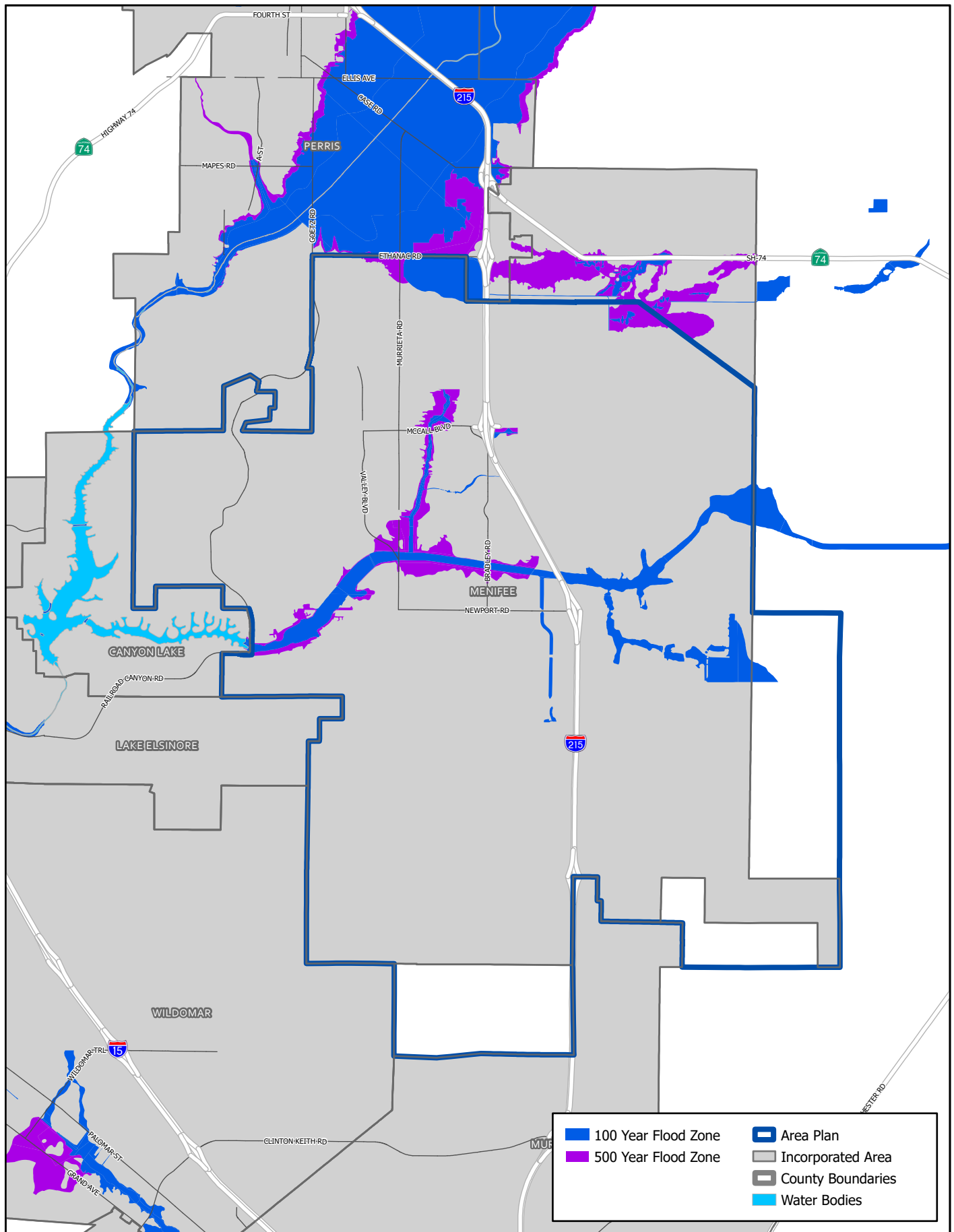
Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as "sand boils, sand blows" or "sand volcanoes." Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

Slope

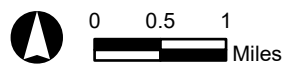
The land use plan recognizes the generally flat nature of the landscape, directing community development and rural community growth to those areas. Where steep slopes and natural landforms are present, special development standards and care to prevent erosion and landslides, preserve significant views and minimize grading and scarring are required. In general, areas with steep slopes and natural landforms should not be considered for development. [Figure 13](#) depicts areas of steep slopes, and [Figure 14](#) depicts areas of possible landslide.

Policy:

SCMVAP 17.1 Protect life and property and maintain the character of the Sun City/Menifee Valley through adherence to the General Plan Land Use Element and the Rural Mountainous land use designation.



3/2/2022

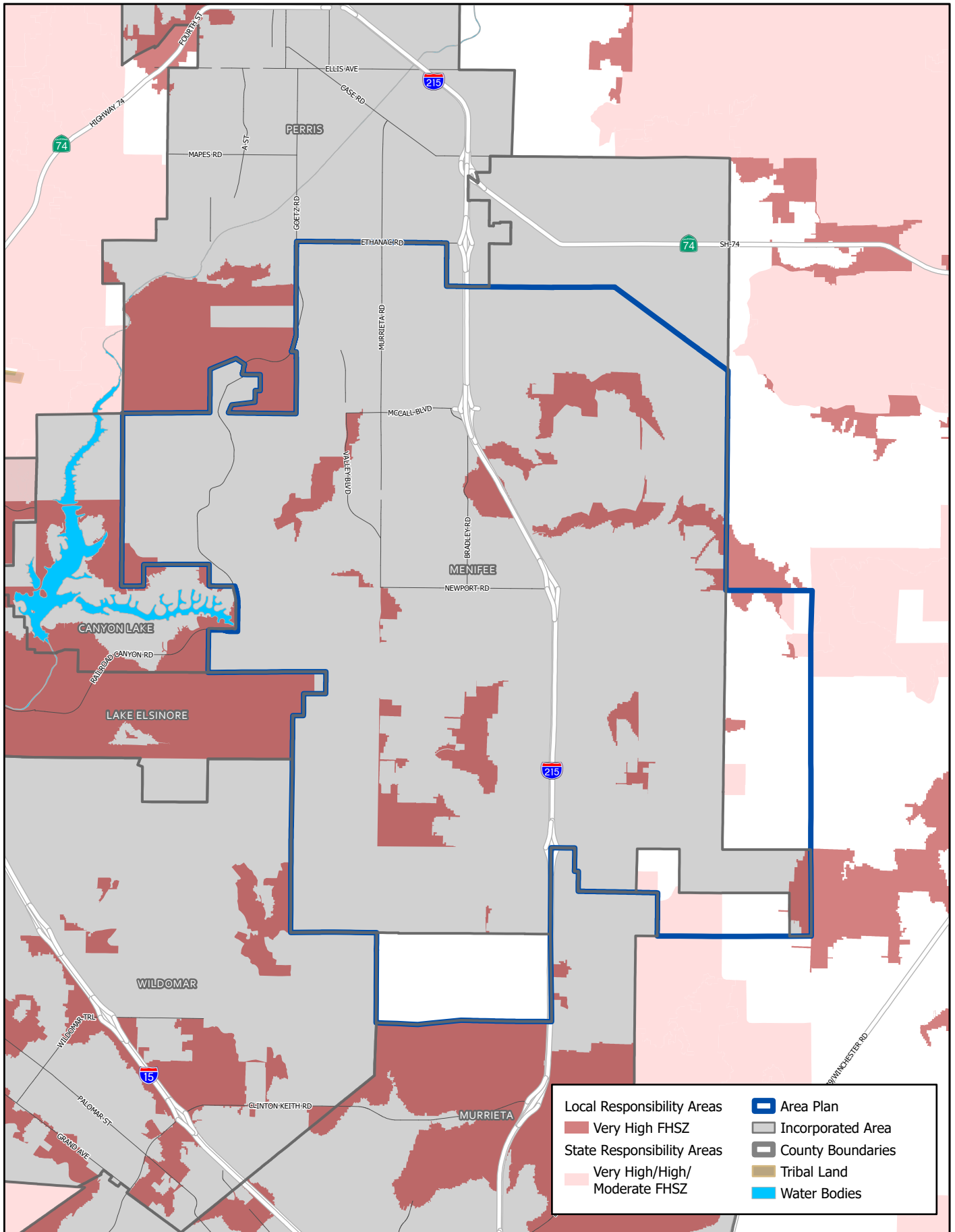


Source: ESRI, Riverside County, FEMA

Sun City/Menifee Valley Area Plan Special Flood Hazard Areas Map

Figure 9

This page intentionally left blank



3/3/2022

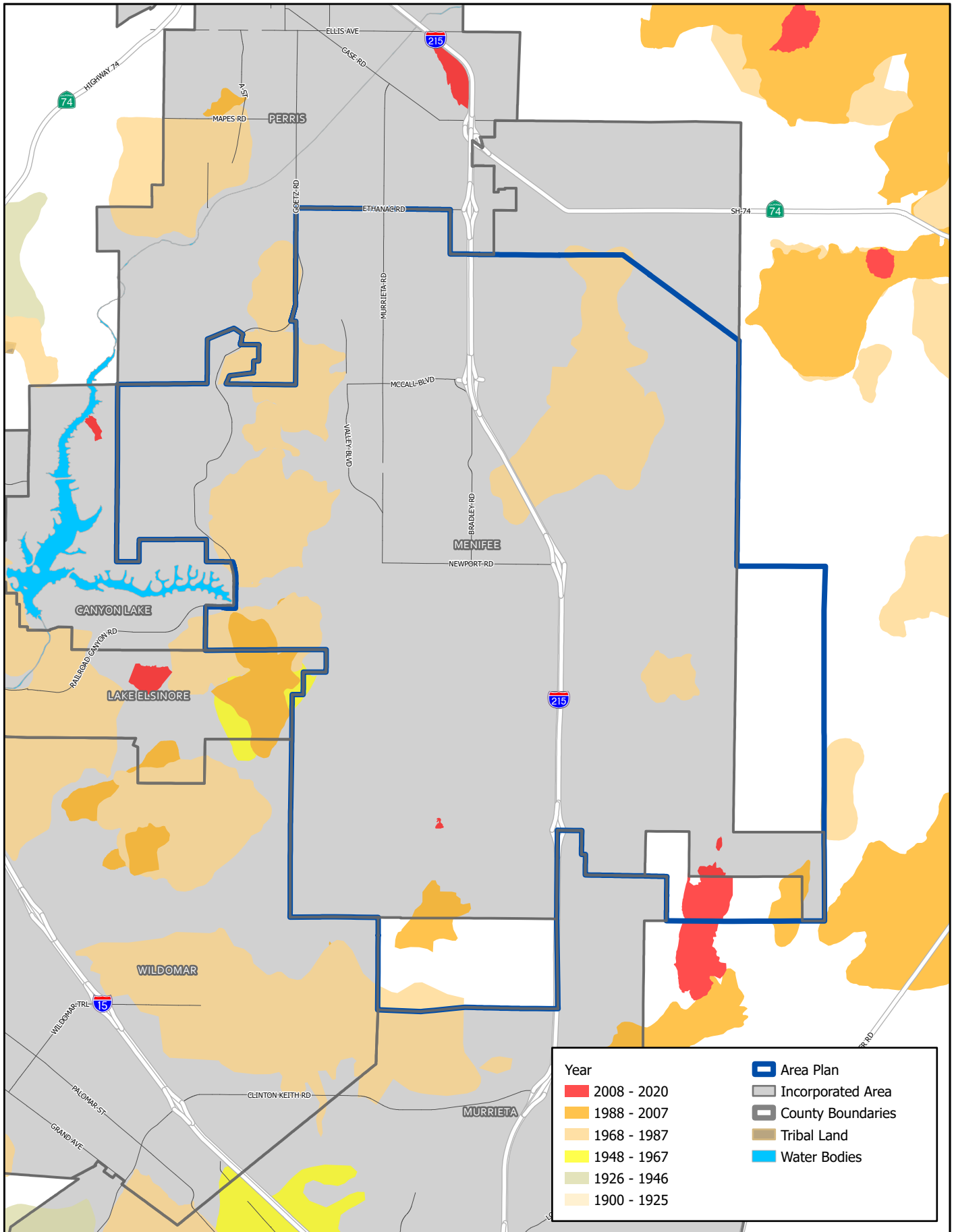


Source: ESRI, Riverside County, FRAP

Sun City/Menifee Valley Area Plan Wildfire Susceptibility Map

Figure 10

This page intentionally left blank



Year	Area Plan
2008 - 2020	Incorporated Area
1988 - 2007	County Boundaries
1968 - 1987	Tribal Land
1948 - 1967	Water Bodies
1926 - 1946	
1900 - 1925	

3/3/2022

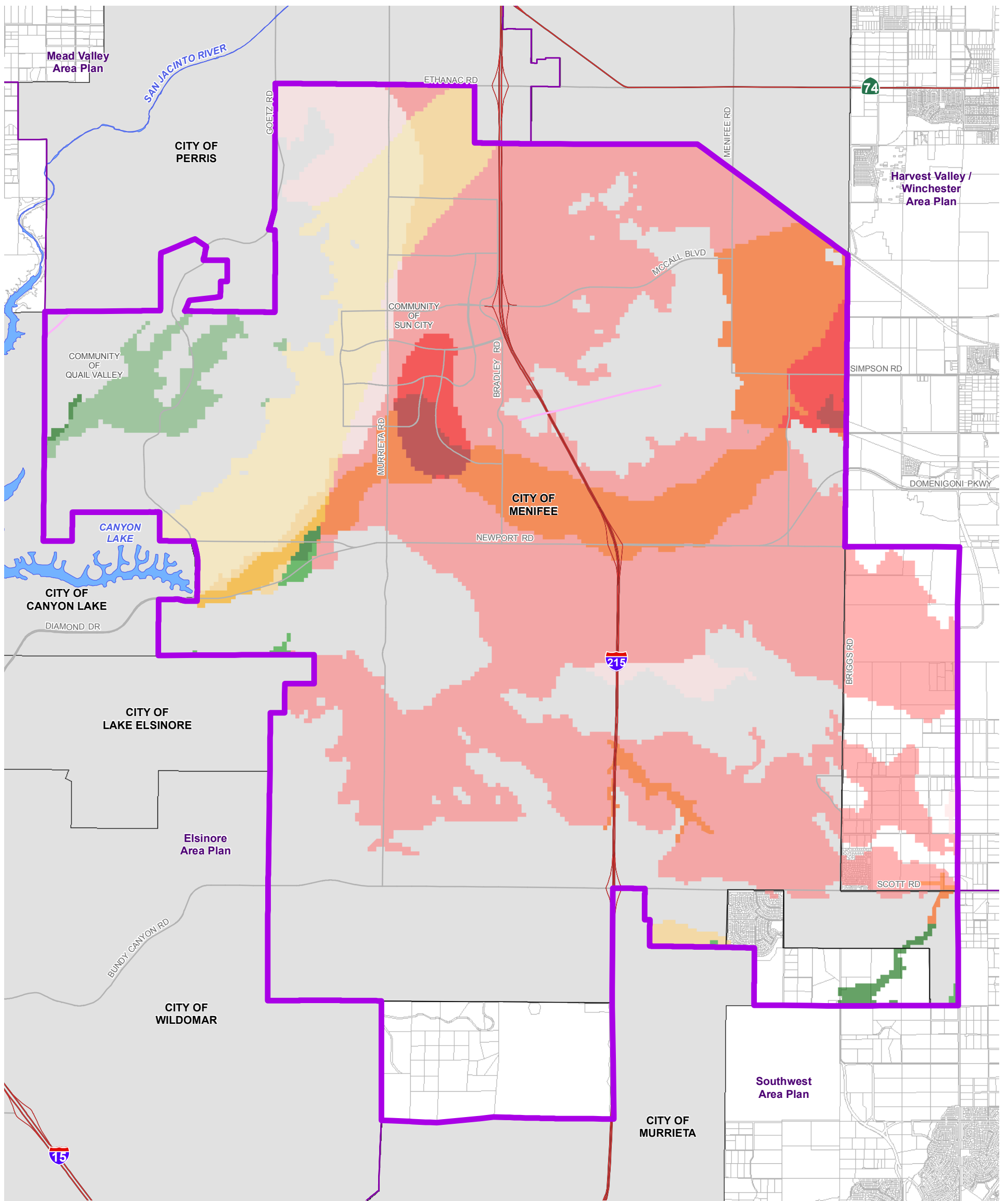


Source: ESRI, Riverside County, FRAP

Sun City/Menifee Valley Area Plan Historic Wildfire Areas

Figure 11

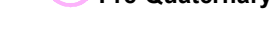
This page intentionally left blank.



Data Source: Riverside County Geology (2013)/
California Geological Survey (2008)

Fault Activity

Pre-Quaternary



Liquefaction Susceptibility

Shallow Groundwater
Susceptible Sediments

- Very High
- High
- Moderate
- Low
- Very Low

Deep Groundwater
Susceptible Sediments

- Moderate
- Low
- Very Low

No Groundwater Data
Susceptible Sediments

- Moderate
- Low
- Very Low

Highways

Area Plan Boundary

City Boundary

Waterbodies



Figure 12

Refer to Riverside County Land Information System for parcel level detail
(<http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html>)



December 8, 2015

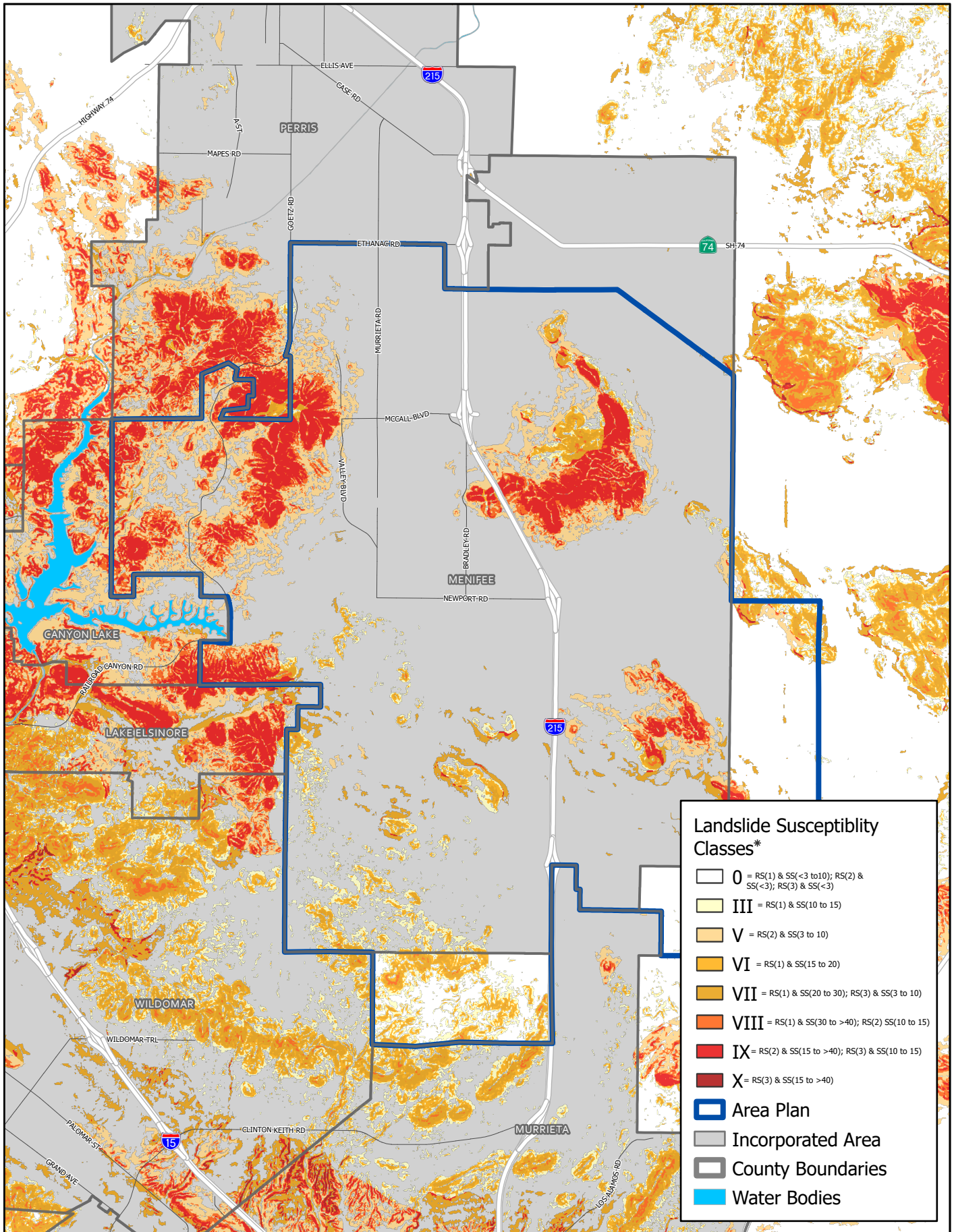
0 0.75 1.5 Miles

Disclaimer: 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.



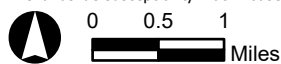
**SUN CITY/MENIFEE
AREA PLAN
SEISMIC HAZARDS**

This page intentionally left blank



*The landslide susceptibility matrix based on rock strength (RS) and slope steepness (SS) in degrees.

3/4/2022

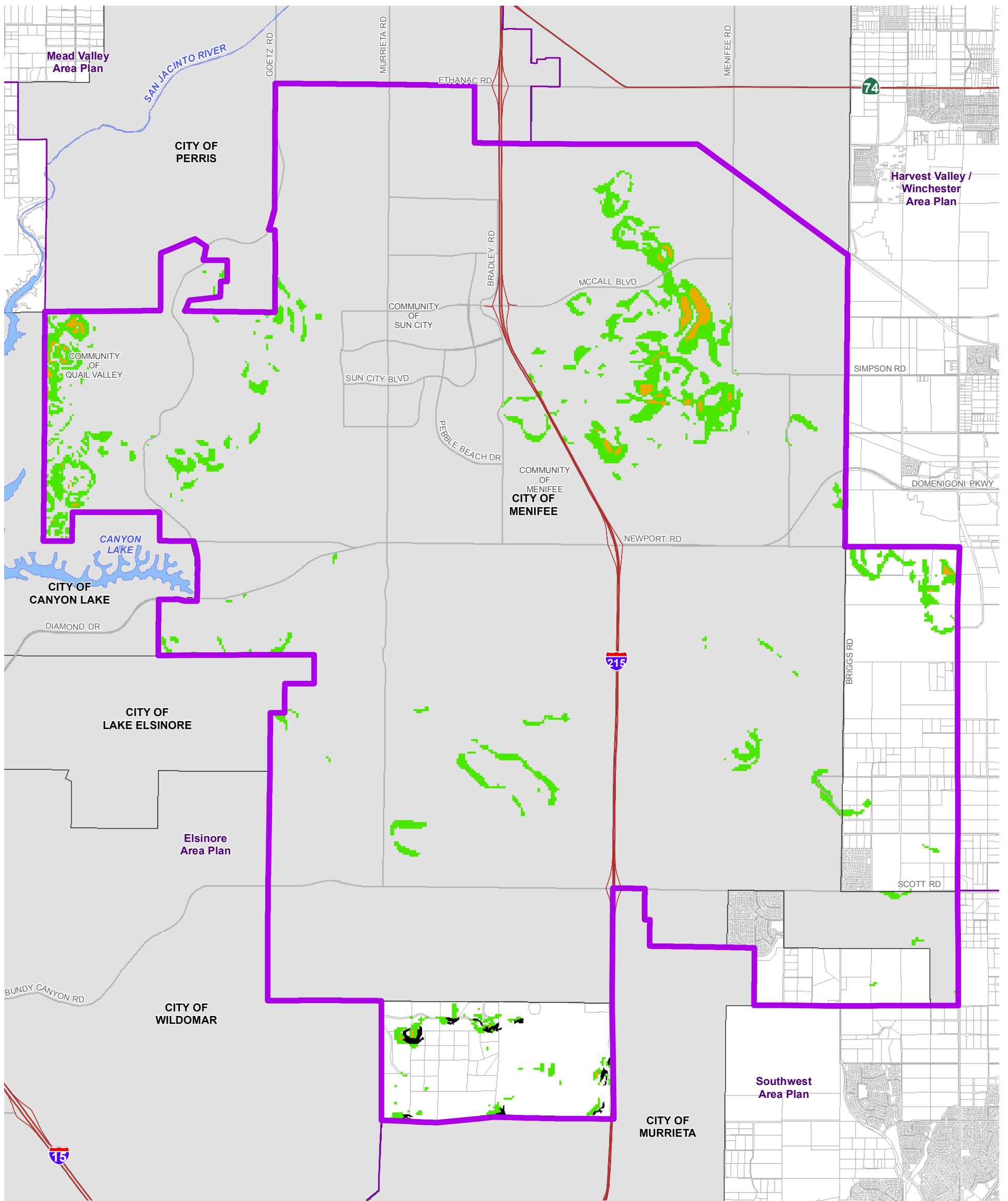


Sun City/Menifee Valley Area Plan Steep Slope Map

Source: ESRI, Riverside County, DOC/CGS



Figure 13

This page intentionally left blank







Data Source: California Geological Survey (2008)

Slope Instability

-  High susceptibility to seismically induced landslides and rockfalls.
-  Low to locally moderate susceptibility to seismically induced landslides and rockfalls.

California Geological Survey Update

-  Murrieta Quadrangle Zone of Required Investigation

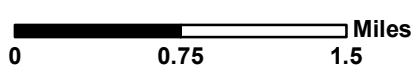
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Refer to Riverside County Land Information System for parcel level detail (<http://www3.tlma.co.riverside.ca.us/pa/rclics/index.html>)

Figure 14



December 8, 2015



Disclaimer: 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.



**SUN CITY/MENIFEE
AREA PLAN
SLOPE INSTABILITY**

Path: \\agency\imgis\Project\Planning\AreaPlan\AreaPlan80\SunCityMenifee\Map\Map_Slope_Instability.mxd

This page intentionally left blank

September 17, 2024

Paul Swancott
Project Planner
Riverside County Planning Department
P.O. Box 1409
Riverside, CA 92502-1409

RE: Riverside County – Notice of Public Meeting of the Riverside County Planning Commission to consider the General Plan Amendment No. 1207 Winchester Community Plan and Final EIR (SCH No. 2019049114)

Dear Mr. Swancott,

Thank you for notifying the City of Menifee of the Riverside County Planning Commission meeting of September 18, 2024 to consider the Winchester Community Plan and Final Environmental Impact Report (FEIR). The proposed General Plan Amendment (GPA1207), Winchester Community Plan - would amend the Riverside County's General Plan, Harvest Valley/Winchester Area Plan by:

1. Expansion of the existing Winchester Policy Area from approximately 287 acres to approximately 23,143 acres of land within the General Plan's Harvest Valley/Winchester Area Plan.
2. Amending the boundaries of the General Plan's Harvest Valley/Winchester, Sun City/Menifee, and Southwest Area Plans so that the expanded Winchester Policy Area falls within the limits of the Harvest Valley/Winchester Area Plan only.
3. Revising land use designations within the expanded Winchester PA, including Foundation Component amendments. Approximately 227 parcels totaling 1,480 acres would require Foundation Component Amendments that include changes from the Rural and Rural Community components to the Community Development component. Consistency zoning revisions would occur in the future for approximately 921 parcels as a result of the revised land use designations proposed as part of the project and are analyzed as part of the EIR.
4. Amending the General Plan's Harvest Valley/Winchester Area Plan, Southwest Area Plan, San Jacinto Valley Area Plan, and Sun City/Menifee Valley Area Plan to remove the existing Highway 79 Policy Area and thereby remove the 9% reduction in density for residential projects. This policy will be replaced with a fee on newly entitled dwelling units (not dwelling units already entitled), to fund mobility related improvements, such as but not limited to, a vehicle park-n-ride and transit station to be located within the Winchester downtown core area. These revisions to remove the Highway 79 Policy Area will be carried throughout the General Plan document, where necessary, for internal consistency. The Highway 79 Policy Area boundary includes approximately 50,061 acres. Additionally, revisions to several policies within the Area Plans to address the transition

from level of service (LOS) to vehicle miles travelled (VMT) thresholds in environmental assessment such as this document.

5. Adopting by reference the Winchester Community Design Guidelines for the Winchester Policy Area.

The City of Menifee previously provided comments on the Draft Environmental Impact Report (DEIR) on September 20, 2022 and comments on the Winchester Community Plan Workshop on June 5, 2024. Menifee has reviewed the FEIR including the County’s response to City comments, and we offer the following comments:

The City of Menifee reaffirms the City’s interest in 1,929 acres within the Sun City Area Plan as a potential SOI area for the City of Menifee as stated in the attached letter to the County dated June 5, 2024.

General Plan Land Use Changes

The project includes General Plan land use changes that will increase residential densities for several hundred acres throughout the project area, further increasing the total projected number of units and population by 21 percent for the project area. For the Winchester Policy Area plus the Highway 79 Policy Area the total number of residential units will increase by 12,329 units from 59,141 units to 71,470 units and total population will increase by 35,139 from 168,551 to 203,690.

The City previously commented on lack of clarity in specific changes to General Plan land use, yet the FEIR Response to Comments state that General Plan Land Use Designation changes have been adequately described and analyzed and no further clarification has been provided. The City requests further clarification of the proposed land use changes, particularly changes proposed for the 1,929 acres within the Sun City Area Plan.

Significant changes to General Plan land use are proposed with the project. Notably, the lowest density rural land use designations (e.g., Rural Residential, Rural Mountainous, and Rural Community EDR (RC-EDR)) would be reduced by roughly 1,700 acres, and higher density and intensity land uses (e.g., Medium High Density Residential (MHDR), Light Industrial (LI), Business Park (BP) and Mixed-Use Planning Area (MUA)) would be increased by more than 750 acres. The City is concerned with significant increases in BP land use that will result in routing of future trucks through Menifee and is particularly concerned with trucks travelling along Newport Road.

Transportation/Traffic

As a result, traffic anticipated with the increase in intensity of development that will result from the Winchester Community Plan remains a significant concern for Menifee. The County’s response to comments in the FEIR refers to County policy regarding payment of fees to mitigate transportation impacts and relies on payment of the Transportation Uniform Mitigation Fee (TUMF) to fund mitigation of cumulative regional transportation impacts from future development.

In addition, the Response to Comments avoids identifying any other means to address traffic impacts of future projects as a result of the Winchester Community Plan due to the Plan's programmatic nature. We acknowledge that the County will pay TUMF fees (a basic requirement for all jurisdictions and development in the County); however, the response to the City's prior comments related to Transportation/Traffic have not been adequately addressed by the County and as a result the City wishes to re-emphasize and re-state our prior traffic related comments which are listed below.

The City is concerned with the amount of traffic the Project might generate on corridors which run through City boundaries. Specifically, impacts to Simpson Road, Domenigoni Parkway/Newport Road, Holland Road, Garbani Road, and Scott Road. The City requested opportunity for input on the traffic analysis in the City's May 20, 2019 comment letter to the County for the Notice of Preparation; however, the City was not provided that opportunity. The City requested input into road improvements in the City, and mitigation of impacts to the City; however, the City was not provided that opportunity. The City also requested that off-site improvements be identified in the DEIR; however, the DEIR defers those improvements to project-specific review.

Regarding deferral of CEQA review for future projects in the Land Use and Transportation impacts indicated above, when such projects would involve off-site improvements in the City of Menifee (e.g., roadway improvement/expansion projects), such off-site improvements are subject to City review and approval and applicable administrative fees. As such, the Project/DEIR needs to address and require conditions of approval on future projects as necessary, for review and approval of such improvements by the affected local agency/jurisdiction including payment of administrative fees and that such development/improvements will otherwise be subject to the local land use and planning authority.

Existing Street System

- **State Route SR-74:** State Route SR-74 (SR-74) is oriented east-west across the northern portion of the project (Highway 79 Policy Area). Spanning the project area's width, SR-74 is classified as an expressway with a 184- to 220-foot right-of-way (ROW) per the County General Plan Circulation Element. SR-74 is currently a four-lane roadway with a center two-way left turn lane. The Expressway classification per the City's General Plan Circulation Element is generally 200 – 216 feet ROW with 6 to 8 lanes travel way and a raised or graded median. Is the County proposing to modify the cross-sections for Expressways?
- **Briggs Road:** Briggs Road is oriented north-south along the western edge of the project area and is classified as a Major Roadway (118-foot ROW) per the County General Plan Circulation Element. Briggs Road within the project area is a two-lane undivided roadway. Improving Briggs to a Major Road cross section is infeasible at the intersection of Briggs and Case/Matthews Roads. The DEIR does not discuss how the County proposes to accommodate the expected large traffic volumes on Briggs Road at build-out of the planning area and does not consider that Briggs Road will not be able to be improved to its ultimate

capacity per the Circulation Element of the County General Plan. While recent legislation, Senate Bill (SB) 743, eliminated auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA; however, SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring. Consistent with the current County General Plan LOS goals and policies, the County needs to appropriately analyze the impacts, identify and condition necessary improvements to other routes/roadways to accommodate increased traffic that cannot be accommodated on Briggs Road.

- **Existing Bicycle and Pedestrian Facilities:** Bikeway and Trails in adjacent local jurisdictions connecting to trails in the planning area should be included in analysis for impacts. Especially trails within Menifee south of Scott Road, north of Keller Road, between Lindenberger and Leon Roads. The County should consider connections to regional trails outside the planning area along Salt Creek.

The DEIR identifies the roadway classification of the facilities within the County; however, as noted above, most of these roadways cross the City of Menifee Boundary. The DEIR should consider the consistency of these classifications across the boundaries of the County and the City of Menifee. For example, traffic will increase on Holland and Garbani Roads in the City of Menifee, due to development in the unincorporated areas. The DEIR does not analyze or mitigate increased traffic impacts on these roadways, yet the project must consider how the traffic will be accommodated and coordinated not only with the project area boundaries, but beyond the project area in neighboring jurisdictions.

VMT Analysis On Page 4.17-19: The City of Menifee is aware of SB 743 and the transition of transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). The City of Menifee performs both VMT and LOS traffic studies for development projects to satisfy SB 743 and the City’s General Plan Policy C-1.2: “Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.” The City of Menifee recognizes the correlation between roadway and intersection congestion and the decrease in traffic safety. The City of Menifee requests that all future development proposals include a traffic LOS study be performed to include City of Menifee General Plan Circulation Element roadways and intersections where 50 or more peak hour trips are projected to be generated from the Project consistent with the City’s General Plan Policy.

Mitigation Measure TRA-1, Page 4-17-23 (VMT Mitigation Fee Nexus Study): This Mitigation Measure states that, “prior to commencement of residential development within the Winchester PA and Highway 79 Policy Area (excluding areas in the Downtown Core), the County shall undertake a nexus study and adopt an ordinance creating a Vehicle Miles Travelled (VMT) Mitigation Fee for the Community Plan Area. The VMT Mitigation fee shall consist of a flat fee to

be applied to new development in the Winchester Policy Area and Highway 79 Policy Area to fund the development of a transit station and park and ride facility in the downtown core. The ordinance and resulting Mitigation Fee shall be established prior to the issuance of building permits for any residential development in the Winchester and Highway 79 Policy Areas (excluding residential development in the Downtown Core).”

Since the VMT Mitigation Fee and Nexus Study, will be limited to a transit station or park and ride facility in the downtown core, this will provide no mitigation or funding for impacted streets outside of the County’s planning area. Beyond the VMT mitigation fee, the City would like to know what other fees or funding will be available for impacted streets outside the County’s planning area? The City of Menifee has made significant investments improving collectors to major streets such as Garbani, Holland and Scott Roads. Another funding mechanism beyond VMT Mitigation Fees is needed for improvements to offset impacts to Menifee roadways due to increased traffic loads from the proposed Plan.

We appreciate your consideration of these comments and thank you again for the opportunity to provide comments. We respectfully look forward to discussing these items further prior to the approval of this project. If you have questions, please contact Doug Darnell, Principal Planner at 951-723-3744 or by e-mail at ddarnell@cityofmenifee.us

Sincerely,



Cheryl Kitzerow, AICP
Community Development Director



Nicolas Fidler
Director of Public Works & Engineering

Cc: John Hildebrand, Planning Director, County of Riverside
Orlando Hernandez, Deputy Community Development Director, City of Menifee
Alberto Paiva, Deputy Public Works Director/City Engineer, City of Menifee
Armando Villa, City Manager, City of Menifee
Bryan Jones, Assistant City Manager, City of Menifee

Attachment:

1. June 5, 2024 City of Menifee letter to John Hildebrand, Riverside County Planning Director regarding General Plan Amendment No. 1207 (Winchester Community Plan), Agenda Item No. 5.1



29844 Haun Rd. Menifee CA. 92586
(951) 672-6777 | Fax (951) 679-3843
cityofmenifee.us

June 5, 2024

John Hildebrand
Planning Director
County of Riverside TLMA Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

RE: General Plan Amendment No. 1207 (Winchester Community Plan), Agenda Item No. 5.1

Dear Mr. Hildebrand,

Thank you for the opportunity to provide comments on Planning Commission Agenda Item No. 5.1, Winchester Community Plan Workshop. We understand the workshop is the first, next step, in moving this project forward. The City of Menifee maintains the comments previously provided via letter on September 20, 2022. In addition, the City of Menifee would like to reaffirm the City's continued expressed interest in 1,929 acres currently remaining within the Sun City/Menifee Area Plan as a potential SOI area for the City of Menifee (illustrated in Attachment 1). These 1,929 acres are generally located adjacent to the City's easterly boundary at Briggs Road, east to Leon Road and from Old Newport Road south to Scott Road.

Currently, the City of Menifee's Community Development Department is preparing to seek proposals from experienced parties to prepare a General Plan Amendment and associated Environmental Review necessary to submit a LAFCO application.

While we understand that based on project timing, scope and budget, this area cannot be removed from the proposed Winchester Area Plan, the City respectfully requests that the plan, approval documents and/or staff report acknowledge and support the City of Menifee's interest in the Sun City/Menifee island area (either via SOI or future annexation). The City believes this area bears more relation to the City's future planning, as much of future development in this area will primarily be adjacent to development in Menifee, and be accessed from the I-215 Freeway via City roadways (e.g., Scott, Garbani, Holland, and Newport Roads).

In addition, the City requests a separate meeting with County staff to discuss those issues included in our comment letter dated September 20, 2022 prior to the plan moving forward for any formal approvals from the County Planning Commission or Board of Supervisors. We appreciate your consideration of these comments and look forward to discussing the County's next steps and the City's interest described above and any future changes to General Plan Amendment No. 1207. If you have questions, please contact Doug Darnell, Principal Planner at 951-723-3744 or by e-mail at ddarnell@cityofmenifee.us

Bill Zimmerman Mayor	Dean Deines Mayor Pro Tem District 4	Bob Karwin Councilmember District 1	Ricky Estrada Councilmember District 2	Les A. Sobek Councilmember District 3	Armando G. Villa City Manager
--------------------------------	---	--	---	--	---



29844 Haun Rd. Menifee CA. 92586
(951) 672-6777 | Fax (951) 679-3843
cityofmenifee.us

Sincerely,

Cheryl Kitzerow

Cheryl Kitzerow, AICP
Community Development Director

Cc: Paul Swancott, Project Manager, County of Riverside
Armando Villa, City Manager, City of Menifee
Doug Darnell, Principal Planner, City of Menifee
Robyn Brock, Supervisor Washington's Office

Attachment:

1. Existing Sun City/Menifee Area Plan and Potential SOI Amendment Boundary for City of Menifee

Bill Zimmerman
Mayor

Dean Deines
Mayor Pro Tem
District 4

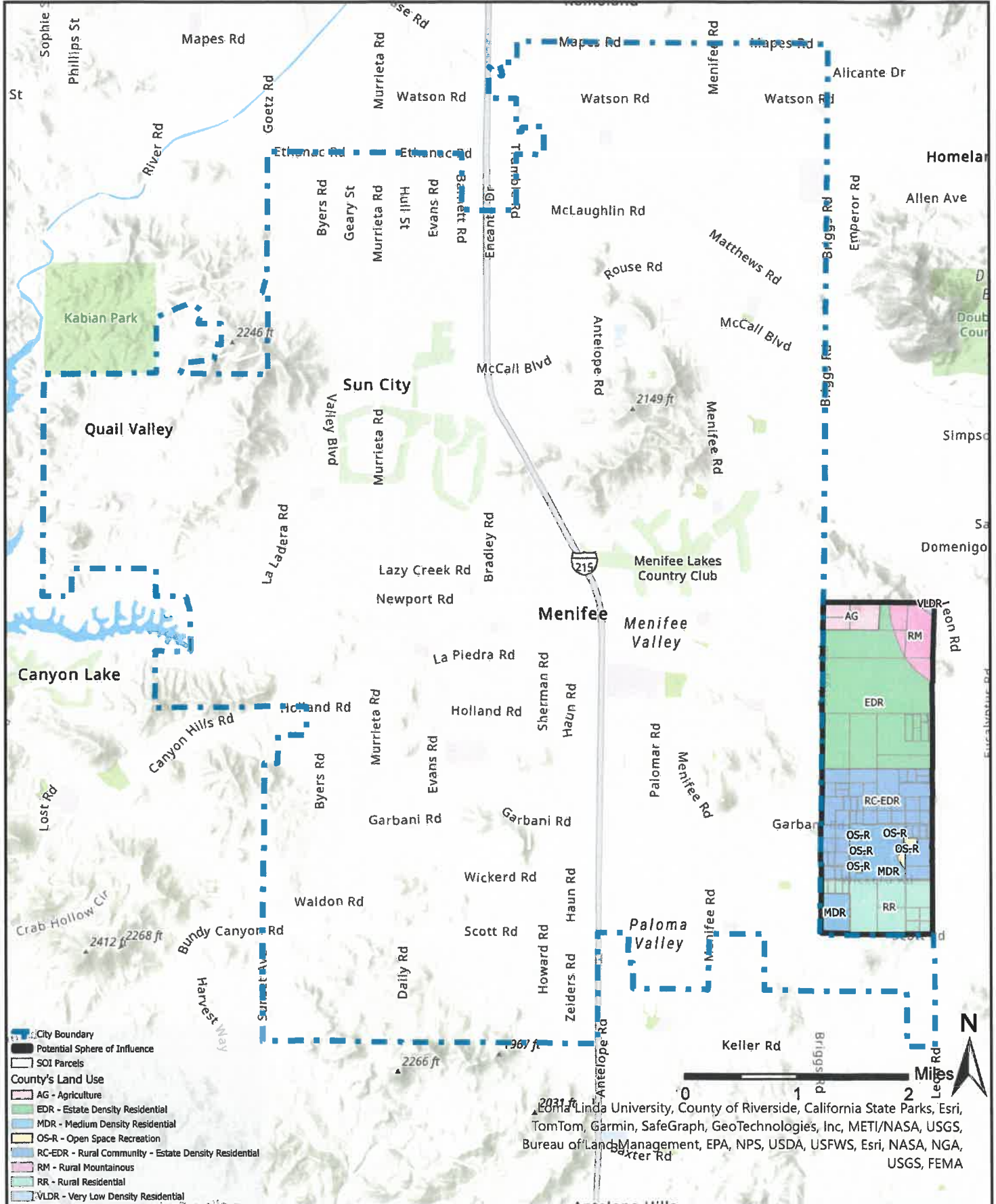
Bob Karwin
Councilmember
District 1

Ricky Estrada
Councilmember
District 2

Lesa A. Sobek
Councilmember
District 3

Armando G. Villa
City Manager

Attachment - 1 Potential Sphere of Influence (SOI) Study Area





September 17, 2024

Direct Dial: 949.851.7409
Email: mstaples@jacksontidus.law
Reply to: Irvine Office
File No: 4063-28900

VIA EMAIL ONLY (planninghearings@rivco.org; JHildebr@rivco.org; pswancott@rivco.org)

Planning Commission
Attention: TLMA Commission Secretary
John Hildebrand, Planning Director
Paul Swancott, Project Planner
Riverside County
TLMA Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Re: September 18, 2024 Planning Commission Agenda Item 4.4, General Plan Amendment No. 1207 (Winchester Community Plan)

Dear Chair Sanchez, Honorable Planning Commissioners, and Messrs. Hildebrand and Swancott:

The following comments are submitted on behalf of the Domenigoni-Barton Properties entities (collectively, "Domenigoni-Bartons"), owners of the County-approved Domenigoni-Barton Specific Plan No. 310 ("Specific Plan 310") for which the County certified Environmental Impact Report No. 421 ("EIR 421").

We submitted comment letters on the Winchester Community Plan ("WCP") on August 11, 2022. On September 19, 2022, we submitted comments on the WCP Draft Environmental Impact Report. On June 4, 2024, we submitted comments on General Plan Amendment No. 1207. Those letters are incorporated by reference for the record.

The current proposed Final Program Environmental Impact Report ("WCP FEIR") includes responses to the August 11, 2022 and September 19, 2022 letters, but does not remedy the shortcomings of the environmental analysis and mitigation detailed in our prior comment letters. Additionally, the draft VMT Fee Nexus Study was belatedly released only a few days ago, on September 12, 2024, with insufficient time for public review and comment prior to the September 18, 2024 Planning Commission meeting.

We ask the Planning Commission to continue its consideration of General Plan Amendment No. 1207 and the proposed WCP FEIR to enable the County time to address deficiencies remaining in the WCP FEIR and to allow the public a meaningful opportunity to evaluate and comment on the Nexus Study.

Irvine Office
2030 Main Street, Suite 1500
Irvine, California 92614
t 949.752.8585 f 949.752.0597

Westlake Village Office
2815 Townsgate Road, Suite 200
Westlake Village, California 91361
t 805.230.0023 f 805.230.0087

www.jacksontidus.law

Shortcomings remain in the WCP FEIR's environmental review and mitigation. For example, the WCP FEIR continues to rely on the Highway 79 Realignment Project, a speculative, unfunded transportation project with an unknown construction date, in concluding that the proposed WCP would not be removing an existing impediment to growth.

Additionally, it appears that the WCP FEIR continues to impose duplicative mitigation on Specific Plan 310 by way of the VMT Mitigation Fee under proposed Mitigation Measure TRA-1, though the County already certified EIR 421 with mitigation requiring a 9% residential reduction; there are no substantial changes that would authorize additional CEQA review and mitigation under Public Resources Code Section 21166 and CEQA Guidelines Section 15162; and the Domenigoni-Barton Specific Plan's EIR 421 satisfies the September 24, 2003 Court Judgment regarding CEQA compliance entered in the *Endangered Habitats League and City of Temecula v. County of Riverside* lawsuit. In FEIR Response 19-2, which contained a response to a portion of our September 19, 2022 comment letter, the County says that the Winchester Community Plan and the VMT fee would apply to new single-family residential entitlements within existing adopted/approved Specific Plans but that the County would review future development projects implemented under Specific Plan 310 to verify conformance and eligibility for CEQA exemption. ***We ask for clarification whether this response means that implementation of SP 310 in conformance with FEIR 421 would exempt the implementing project from duplicative mitigation under TRA-1.***

In addition, FEIR Response 19-4 does not provide necessary clarification or detail regarding the draft WCP FEIR's evaluation and mitigation of land use inconsistencies with approved specific plans, including SP 310. In fact, Response 19-4 does not provide any facts demonstrating that consistency with the approved Specific Plan was specifically considered in the Draft EIR, instead only stating that Specific Plan 310 was considered in the "environmental baseline" for the Winchester Community Plan.

Attachment I to the Planning Commission Agenda Report contains a VMT Fee Nexus Study, but this study is still in draft form. Moreover, it was released for public review on September 12, 2024, providing the public an insufficient amount of time for review and comment prior to the September 18, 2024 Planning Commission meeting. A final Nexus Study is essential to evaluate the feasibility of the VMT fee to achieve the intended mitigation, and whether there is a rational basis for the fee.

We ask that the Planning Commission continue its consideration of General Plan Amendment No. 1207 and approval of the proposed WCP FEIR to clarify its responses to our comments, revise the proposed WCP FEIR to address the speculative reliance on the SR 79 Realignment Project and VMT fee, address and mitigate land use inconsistencies with approved specific plans including SP 310, and provide a meaningful opportunity for the affected public to review and comment on the recently released Nexus Study in light of the proposed WCP FEIR.

John Hildebrand, Planning Director
Paul Swancott, Project Planner
September 17, 2024
Page 3

Please contact me with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Michele A. Staples". The signature is written in a cursive style with a long horizontal flourish at the beginning.

Michele A. Staples

MAS/bds/ed

Cc: Richard Marshalian, Riverside County Principal Planner (rmarshalian@rivco.org)



4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P.O. Box 12008 • Riverside, CA 92502-2208
951.787.7141 • 951.787.7920 • www.rctc.org

Via Electronic Mail: PSwancott@rivco.org & RMarshallian@rivco.org

September 18, 2024

Attn: Paul Swancott and Richard Marshalian
RIVERSIDE COUNTY PLANNING DEPARTMENT
P.O. Box 1409
Riverside, CA 92502-1409

Subject: General Plan Amendment No. 1207 (GPA 1207) – Winchester Community Plan Proposes to Amend the Riverside County’s General Plan, Harvest Valley/Winchester Area Plan

Dear Mr. Swancott and Mr. Marshalian:

The Riverside County Transportation Commission (RCTC) acknowledged receipt of the Agency Notice of Public Meeting dated September 4, 2024, regarding the above subject project. As you may know, the County of Riverside worked with RCTC, the City of San Jacinto and the City of Hemet on the development and approval of the Environmental Documents for the preservation of Right of Way (ROW) for the State Route 79 (SR-79) Realignment Project through the San Jacinto Valley. The Final Environmental Impact Report and Environmental Impact Statement for the SR-79 Realignment Project were approved in October 2016.

RCTC continues to actively work with the Riverside County Transportation and Land Management (RCTLMA) on the preservation of ROW for the SR-79 Realignment. The proposed General Plan Amendment No. 1207 is in the area of the SR-79 planned regional transportation corridor (see attached exhibit). RCTC has been coordinating with RCTLMA on planning and transportation issues since the inception of preliminary studies of SR-79 in 2002. RCTC has provided the SR-79 Project GIS files to RCTMLA to help with the preservation of the ROW.

It is important to note that California Senate Bill (SB) 743, signed into law in 2013, and the updated California Environmental Quality Act (CEQA) guidelines, effective as of July 1, 2020, require lead agencies under CEQA to identify new methodologies for transportation analyses. These guidelines promote “land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and contribute to the reductions in greenhouse gas emissions required in the California Global Warming Solutions Act of 2006.” Because of SB-743, the RCTC, in cooperation with RCTLMA, has initiated the preparation of Plans, Specifications and Estimate (PS&E) for the southern section of the SR-79 (see attached exhibit). During the January 25, 2024 RCTC Workshop, the commission directed RCTC staff to commence the PS&E and ROW phase. The Project is the first of three packages released for PS&E phase as part of the comprehensive SR-79 Realignment Project and is located between Simpson Road to Newport Road in unincorporated Riverside County. This roadway is a new corridor that will be a County of Riverside expressway facility rather than a Caltrans facility, as originally planned in the approved environmental document. RCTC is finalizing a cooperative agreement with the RCTLMA to define roles and responsibilities for corridor, ensuring it will be designated as a county road in lieu of a Caltrans facility.

RCTC requests that the Riverside County Planning Department continue to preserve the ROW of this much needed regional transportation facility in the San Jacinto Valley with the new proposed General Plan Amendment No. 1207. Please note that the ROW footprint or the alignment of the SR-79 Project remains unchanged from the original Caltrans grade-separated design to its current designation as a county facility.

Should you need a copy of the GIS or CADD files that depict the SR-79 alignment, please let me know at your earliest convenience or should you have any questions or require additional information, please contact me at (951) 787-7141.

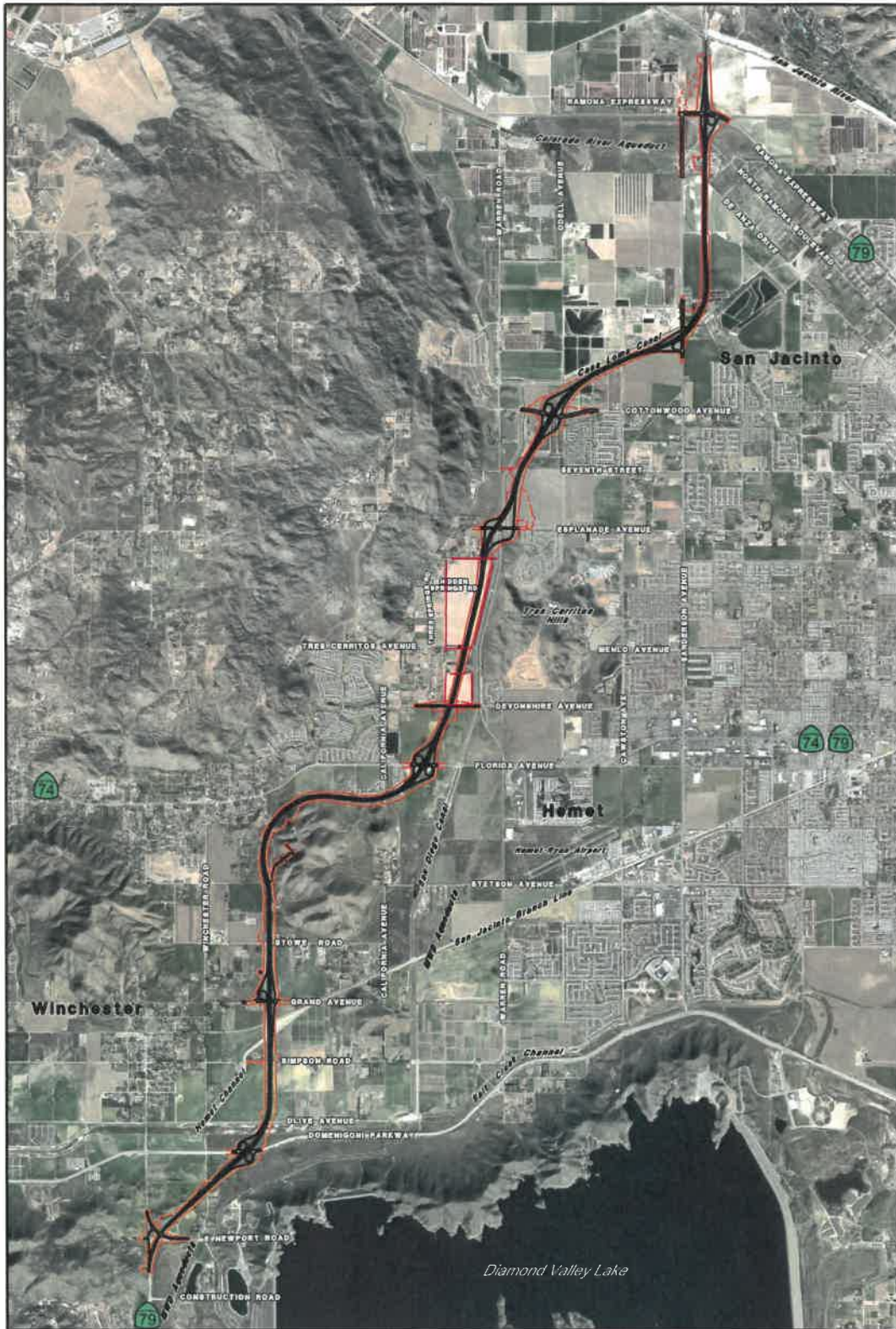
Sincerely,

A handwritten signature in blue ink, appearing to read "Joie Edles Yanez".

Joie Edles Yanez, PE
Capital Projects Manager

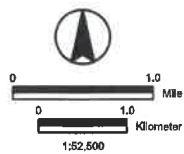
Cc: RCTC (E. Galloway, M. Tlaxcala,), Bechtel (G. Quintero, S. Chen), Jacobs (A. Cannon), RCTLMA (K. Tsang, R. Williams)

Attachment: SR-79 Realignment Built Alternative 1br and Mid County Parkway Project with San Jacinto Commerce Specific Plan



Aerial Date: February 2011

Alt 1b-August 2021.dgn

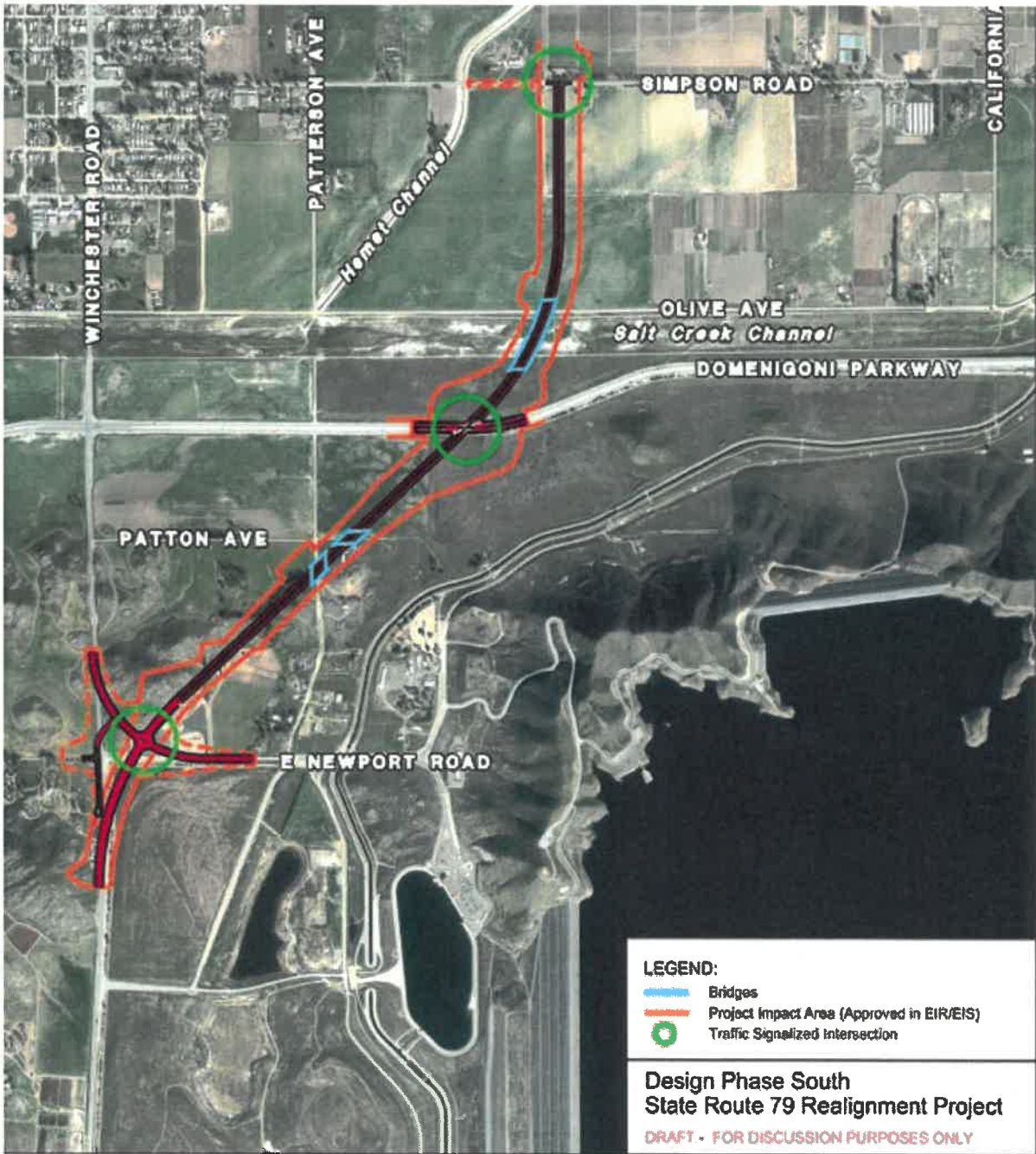


Alternative 1b with Refinements

State Route 79 Realignment Project

FOR DISCUSSION PURPOSES ONLY. SUBJECT TO CHANGE

SEGMENT 3 MODIFIED



Swancott, Paul

From: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Sent: Wednesday, September 18, 2024 4:00 PM
To: Swancott, Paul
Cc: Marshalian, Richard
Subject: General Plan Amendment -Winchester Community Plan PC hearing 9/18/24
Attachments: Public Hearing Notice.pdf; Winchester Community Plan_City of Hemet Sphere of Influence Overlay Map.pdf

CAUTION: This email originated externally from the Riverside County email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Mr. Swancott,

The City of Hemet received a notice of public hearing for the Winchester Community Plan. Please note, the plan area expansion is within the City's Sphere of Influence (SOI). The City's General Plan was adopted on January 24, 2012. I have attached a general map for illustrative purposes.

Please continue to keep the City informed of all future land use and zoning plans for projects within our SOI.

Sincerely,



Monique Alaniz-Flejter, AICP | *Community Development Director*

City of Hemet | *Community Development Department*
445 E. Florida Avenue | Hemet, CA 92543

Office: (951) 765-2370



City of Temecula

Community Development

41000 Main Street • Temecula, CA 92590
Phone (951) 694-6400 • TemeculaCA.gov

VIA E-MAIL AND FIRST-CLASS MAIL

October 11, 2024

Ms. Kimberly Rector
Riverside County Clerk of the Board
400 Lemon Street, 1st Floor
Riverside CA 92501

Subject: Winchester Community Plan and Final Environmental Impact Report (FEIR)

Dear Ms. Rector,

Thank you for the opportunity to comment on the Winchester Community Plan and FEIR. We appreciate the County's most recent efforts to meet with Temecula City Staff and Temecula City Council Members to summarize the Plan and address questions and concerns. As you are aware, the Winchester Community Plan (sometimes referred to as the "project") is of significant interest and concern to our residents and stakeholders given its proximity to Temecula and the potential impacts on our City's infrastructure and resources.

The City received notice of the FEIR and Response to our Comment Letter (No. 22) dated September 23, 2022. Unfortunately, the responses provided do not adequately address our concerns, especially the unstudied traffic and public safety impacts. As a result, the responses to comments and the FEIR as a whole do not comply with the California Environmental Quality Act (CEQA) and, specifically, CEQA Guidelines section 15088(c). We urge the County to conduct a comprehensive regional traffic analysis that evaluates the impacts on major thoroughfares running through the City, including but not limited to Interstates (I-15 and I-215), State Highways (HWY 79) and regional arterials/TUMF network facilities. Coordination on transportation planning from a regional perspective is essential to mitigate congestion, ensure public safety, advance economic development, and protect the quality of life for all residents in Temecula and the surrounding areas.

The City continues to have substantial concerns regarding the defects and inadequacies related to all other mandatory sections of this EIR required by CEQA, as outlined in our September 23, 2022 comment letter (attached as Exhibit A). As just one example, the EIR does not adequately analyze the impacts of traffic generated by the thousands of new homes to be built in the Plan Area. The EIR needs to study the traffic that will be generated by the new homes and identify the resulting road corridors that will be needed, and the mitigation for the design and construction of those roads. Individual

Ms. Kimberly Rector
Riverside County Clerk of the Board
October 11, 2024
Page 2

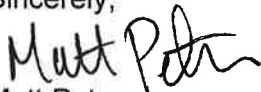
housing projects cannot be expected on their own to undertake this comprehensive traffic analysis for the entire Plan and to provide the tools to implement it. This is what Temecula and the County did in the 2005 Cooperative Agreement that the County has now ignored.

In addition, the City is requesting a full accounting and status of units and density by acreage in all County Policy Areas associated with the project, as well as the status on the completion and funding of all infrastructure as identified in Exhibit C of the Cooperative Agreement. The City's comment letter (Exhibit A), Cooperative Agreement (Exhibits B and C), and Settlement Agreement (Exhibit D) are attached for reference.

The City objects to any further County action on the Project, including any certification of the FEIR or approval of the Project, until a revised EIR addressing the City's concerns has been prepared and circulated for public review, and a status report on the Cooperative and Settlement Agreements has been provided by the County. More specifically, the City is respectfully requesting a minimum 12-18 month pause so that the City, County, and regional partners can work cooperatively and discuss specific regional traffic concerns with analyzed data and identify reasonable solutions and efforts that need to take place in advance of any potential approval of the Project.

Please also consider this to be a formal request under Public Resources Code section 21092.2(a) for all notices issued in connection with the project. Please direct all notices to me at matt.peters@temeculaca.gov

Sincerely,



Matt Peters
Director of Community Development

cc: Chuck Washington, County Supervisor (3rd District) – district3@rivco.org
c.washington@rivco.org
Ken Jeffries, County Supervisor (1st District) - district1@rivco.org;
k.jeffries@rivco.org
Karen Spiegel, County Supervisor (2nd District)-district2@rivco.org;
k.spiegel@rivco.org
V. Manuel Perez, County Supervisor (4th District) - district4@rivco.org;
m.perez@rivco.org
Yxstian Gutierrez, County Supervisor (5th District) - district5@rivco.org;
y.gutierrez@rivco.org
Jeff Van Wagenen, CEO - JVanWagenen@rivco.org
Juan Perez, Chief Operating Officer – jcperez@rivco.org
John Hildebrand, Planning Director - jhildebr@rivco.org

Ms. Kimberly Rector
Riverside County Clerk of the Board
October 11, 2024
Page 3

City of Temecula

Aaron Adams, City Manager
Kevin Hawkins, Assistant City Manager
Luke Watson, Deputy City Manager
Ron Moreno, Director of Public Works
Peter Thorson, City Attorney
James Stewart, Mayor – james.stewart@temeculaca.gov
Brenden Kalfus, Mayor Pro Tem – brenden.kalfus@temeculaca.gov
Zak Schwank, Council Member – zak.schwank@temeculaca.gov
Jessica Alexander, Council Member – jessica.alexander@temeculaca.gov

City of Wildomar

Dan York, City Manager - dyork@cityofwildomar.org
Matthew Bassi, Community Dev. Director - mbassi@cityofwildomar.org
Bridgette Moore, Mayor - bmoore@cityofwildomar.org
Ashlee DePhillippo, Mayor Pro Tem - adephillippo@cityofwildomar.org
Carlos Marquez, Council Member - cmarquez@cityofwildomar.org
Dustin Nigg, Council Member - dnigg@cityofwildomar.org
Joseph Morabito, Council Member - jmorabito@cityofwildomar.org

City of Lake Elsinore

Jason Simpson, City Manager - jsimpson@lake-elsinore.org
Damaris Abraham, Community Dev. Director - dabraham@lake-elsinore.org
Steve Manos, Mayor - smanos@lake-elsinore.org
Brian Tisdale, Mayor Pro Tem - btisdale@lake-elsinore.org
Bob Magee, Council Member - rmagee@lake-elsinore.org
Timothy Sheridan, Council Member - tsheridan@lake-elsinore.org
Natasha Johnson, Council Member - njohnson@lake-elsinore.org

City of Menifee

Armando Villa, City Manager – avilla@cityofmenifee.us
Cheryl Kitzerow, Community Dev. Director - ckitzerow@cityofmenifee.us
Bill Zimmerman, Mayor - zimmerman@cityofmenifee.us
Bob Karwin, Mayor Pro Tem - bkarwin@cityofmenifee.us
Ricky Estrada, Council Member - restrada@cityofmenifee.us
Les Sobek, Council Member - lsobek@cityofmenifee.us
Dean Deines, Council Member - ddeines@cityofmenifee.us

City of Canyon Lake

Arron Brown, City Manager - abrown@canyonlakeca.gov
Dale Welty, Mayor - dwelty@canyonlakeca.gov
Mark Terry, Mayor Pro Tem - mterry@canyonlakeca.gov
Kasey Castillo, Council Member - kcastillo@canyonlakeca.gov
Jennifer Dain, Council Member - jdain@canyonlakeca.gov
Jeremy Smith, Council Member - jsmith@canyonlakeca.gov

Ms. Kimberly Rector
Riverside County Clerk of the Board
October 11, 2024
Page 4

City of Murrieta
Kim Summers, City Manager - KSummers@MurrietaCA.gov
David Chatarangsu, Development Services Director –
DChantarangsu@MurrietaCA.gov
Lisa Stone, Mayor - lstone@MurrietaCA.gov
Cindy Warren, Mayor Pro Tempore - cwarren@MurrietaCA.gov
John Levell, Council Member - jlevell@MurrietaCA.gov
Ron Holliday, Council Member - rholliday@MurrietaCA.gov
Lisa DeForest, Council Member - ldeforest@MurrietaCA.gov

Attachments:

Exhibit A, September 23, 2022, City Comment Letter
Exhibit B, Cooperative Agreement
Exhibit C, Amendment No. 1 to the Cooperative Agreement
Exhibit D, Settlement Agreement



City of Temecula

City Manager' Office

41000 Main Street • Temecula, CA 92590

Phone (951) 694-6400 • Fax (951) 694-6477 • TemeculaCA.gov

September 23, 2022

Ms. Kecia Harper
Riverside County Clerk of the Board
4080 Lemon Street, 12th Floor, Suite 127
Riverside, CA 92502-1629

Subject Winchester Community Plan Draft Programmatic Environmental Impact Report
Comment Letter

Dear Ms. Harper:

On behalf of the City of Temecula (City), we submit the following comments on the County of Riverside's Winchester Community Plan Draft Program EIR (PEIR), dated July 2022. The comments are based on the PEIR, the California Environmental Quality Act (CEQA) (Public Resources Code sections 21000-21189), the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 – 15387), and recent CEQA court decisions.

As outlined in detail below, the City has significant concerns regarding the County's lack of outreach to the City – including as required by law – related to the CEQA process, as well as concerns with the PEIR and its failure as an informational document.

The City is equally concerned with the County's attempt to unilaterally terminate the 2005 "Cooperative Agreement Between the City of Temecula and the County of Riverside to Mitigate Traffic Impacts in Western Riverside County" (Cooperative Agreement) by virtue of proposals in the Winchester Community Plan and PEIR. Specifically, the Cooperative Agreement calls for the County to mitigate the impact of new housing development on City and County arterial roads and highways within the I-215 Policy Area; the proposed General Plan Amendment amends the boundary and therefore purports to change and invalidate the Cooperative Agreement.¹

¹The City separately is requesting a full accounting and status of units and density by acreage in the I-215 Policy Area. The City is also requesting a status on the completion and funding of all infrastructure as identified in Exhibit C of the Cooperative Agreement.

For all of the reasons set forth below, the City strongly urges the County to cease further work on this project until such time as the County can consult with the City on the Cooperative Agreement, and until proper environmental review is conducted.

FAILURE OF THE COUNTY TO FULFILL ITS TRAFFIC ANALYSIS AND TRAFFIC MITIGATION OBLIGATIONS UNDER THE COOPERATIVE AGREEMENT WITH THE CITY OF TEMECULA

On April 12, 2005 the City and County entered into the Cooperative Agreement that imposes upon the County very specific and profound obligations for the mitigation of traffic impacts in the Western Riverside County.

In developing the Winchester Community Plan and the Draft PEIR the County has completely ignored its obligations under the Cooperative Agreement that will directly result in adverse traffic impacts upon the City, the Winchester Community Plan Area and the cities surrounding the Winchester Community Plan Area. There is no plan to finance the remaining Major Arterial Roads described in the Cooperative Agreement that are needed to mitigate the traffic impacts of residential units in the area under the existing General Plan. The County has not conducted a Freeway Study nor come up with a traffic mitigation plan for the additional 33,000 residential units in the new Winchester Community Plan in violation of the Cooperative Agreement.

Amendment No. 1 to the Cooperative Agreement was approved on January 30, 2007. Copies of the Cooperative Agreement and Amendment No. 1 are attached as Exhibits A and B.

The County Failed to Fulfill its Obligation Under the Cooperative Agreement to Work Cooperatively with the City to Improve the Highway Infrastructure and Traffic Impacts of Existing and Future Development in Western Riverside County

On November 5, 2003, the City filed a Petition for Writ of Mandate in Riverside Superior Court challenging the legality and validity of the County's General Plan and the DEIR. The action is entitled "*City of Temecula v. County of Riverside; Board of Supervisors of the County of Riverside*," Riverside County Superior Court Case No. RIC 402766 ("Litigation").

Sections 1.6 and 1.7 of the Cooperative Agreement express in clear and unequivocal terms the obligations of the County and the City to cooperate in the development of infrastructure in Western Riverside County:

"1.6 Despite their differences in the Litigation, the City and County desire to cooperatively work together in an effort to improve the highway infrastructure in Western Riverside County for the benefit of all current and future residents of the County. The City and County acknowledge that providing adequate traffic infrastructure for Western Riverside County involves complex engineering, environmental and financial challenges requiring the full cooperation of all federal, state and local governmental agencies, but will provide substantial public benefits for the City, County and the people living and working in the City and the County."

"1.7 This Agreement sets forth the framework for a major cooperative effort by the City and the County to provide the traffic infrastructure required for new housing development in Western Riverside County before the creation of actual traffic impacts."

Despite its legal commitment to cooperate with the City in the development of traffic infrastructure in Western Riverside County, the County has completely ignored the cities in Western Riverside County in its development of the Winchester Community Plan or the traffic infrastructure necessary to support the Winchester Community Plan.

The County has failed to consult and cooperate with the City in developing the Winchester Community Plan as required by Section 15086 of the CEQA Guidelines and Section 2.3.6 of the Cooperative Agreement. The County failed to provide even the most minimal notice of its proposal in violation Section 15086 of the CEQA Guidelines and Section 2.3.6 of the Cooperative Agreement.

Despite three years of work on the Winchester Community Plan, the County never solicited input or comments from the City on traffic impact or invited the City to participate in the development of the Winchester Community Plan. Section 1.7 of the Cooperative Agreement clearly requires the provision of traffic infrastructure before the traffic impacts are created. This has not been done. The County is now required to start the process over and provide meaningful opportunities in good faith for the City and the other cities to comment on the Winchester Community Plan and develop traffic mitigation for the Winchester Community Plan's proposed 33,000 additional residential units.

The Cooperative Agreement Provides that the County May Not Issue Building Permits Under the Proposed Winchester Community Plan Until Such Time as it has Identified Road and Freeway Improvements to Mitigate the Traffic Impacts Resulting from the Additional 36,000 Residential Units Within the Winchester Community Plan

Sections 2.1, 2.2 and 2.3.3 of the Cooperative Agreement require the County to amend its General Plan to condition all Land Use Applications, including General Plan Amendments, to prohibit the issuance of building permits until such time as there is in place an appropriately formed and fully funded financing mechanism to build the Major Arterial Roads :

“2.1 The County shall use its best efforts to amend the General Plan so that it contains: (1) a policy indicating that the Major Arterial Roads within the 1-215 Policy Area shall be constructed and completed concurrently with the construction of the dwelling units creating the demand for the Major Arterial Roads; and (2) a requirement that all land use applications approved by the County within the 1-215 Policy Area (“County Land Use Applications”) shall contain a condition, in addition to all other appropriate conditions, that building permits shall not be issued until (a) the subject property is part of an appropriately formed and fully funded financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project or (b) the subject property is part of an appropriately formed financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project and the property owner pays its full proportionate share of the required improvements to the County in trust for the construction of the Major Arterial Roads which will mitigate the traffic impacts of the project or (c) the County otherwise funds or constructs

the required improvements using money from other sources. The General Plan Amendments described in this section shall be known as the “County General Plan Amendment.””

“2.2 All County Land Use Applications approved by the County after the effective date of this Agreement shall contain a condition of approval requiring that building permits shall not be issued until (a) the subject property is part of an appropriately formed and fully funded financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project or (b) the subject property is part of an appropriately formed financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project and the property owner pays his/her/its full proportionate share of the required improvements to the County in trust for the construction of the Major Arterial Roads which will mitigate the traffic impacts of the project or (c) the County otherwise funds or constructs the required improvements using money from other sources.

“2.3.3 As used in this Agreement, County Land Use Applications shall mean any applications on which the County Planning Commission has not taken final action as of the effective date of this Agreement, the approval of which would authorize, or conditionally authorize, the construction of dwelling units within the 1-215 Policy Area, including, but not limited to, applications for General Plan amendments, specific plans, specific plan amendments, zone changes, development agreements, subdivision maps and planned development permits. County Land Use Applications shall not include any applications for parcel maps that would result in the creation of four or fewer parcels, provided that the parcels created could not be further subdivided without a General Plan amendment. County Land Use Applications shall also not include any applications for minor changes to approved tentative tract maps that would add only one residential unit to the maps.”

The County does not have a fully funded financing mechanism to fund the construction of Major Arterial Roads within the 1-215 Policy Area. In developing the Winchester Community Plan and the Draft PEIR, the County has completely ignored its obligations under the Cooperative Agreement that will directly result in adverse traffic impacts upon the City, the Winchester Community Plan Area and the cities surrounding the Winchester Community Plan Area as the County has not planned for, or financed, the Major Arterial Roads that will need to be constructed and/or widened to move the significant number of new residents that are expected to live in the Winchester Community Plan Area in and out of the Winchester Community Plan Area.

The County Failed to Initiate and Fulfill its Obligation to Develop the Freeway Strategic Study and Action Plan

The County has failed to fulfill its obligation under the Cooperative Agreement to cooperate with the City, other Western Riverside County Cities and private and public stakeholders to request the preparation of a Freeway Strategic Study and develop a Freeway Action Plan. Sections 4.1 to 4.4 of the Cooperative Agreement provide:

“4.1 The City and the County shall jointly request that the Riverside County Transportation Commission (“RCTC”) prepare a Freeway Strategic Study for the Western Riverside County Area which shall examine the freeway capacity, set specific goals for the development of the freeway capacity necessary to accommodate the trips generated by new housing development and establish the framework for the joint efforts of the City, County and other federal, state and local agencies to implement the goals and establish the necessary freeway capacity. The Joint Request for the Freeway Strategic Study shall ask that the Freeway Strategic Study be completed within four (4) months of the date of submittal of the Joint Request. The Joint Request shall be submitted to RCTC within thirty (30) days of the effective date of this Agreement. The parties authorize the Mayor of the City and the Chairperson of the Board of Supervisors to execute the Joint Request on behalf of their respective agencies.”

“4.2 The Freeway Strategic Study shall specifically study and analyze the following issues: (1) the current capacities of the freeways within Western Riverside County Area (“Freeways”); (2) the projected traffic growth projections for the Freeways as of January 1 in the years 2010, 2015, 2020, 2025 and 2030, based upon assumptions concerning the build-out of new housing as described in Exhibit E; (3) the percentage of traffic growth for the Freeways in those years attributable to new housing development in the Western Riverside County Area; (4) the currently proposed improvements for the Freeways; (5) the current funding options for the currently proposed improvements for the Freeways; and (6) the potential funding sources for improvements necessary to meet the projected traffic growth for the Freeways at build-out of the Western Riverside County Area.”

“4.3 The City and the County shall share equally in the costs incurred by RCTC in preparing the Freeway Strategic Study.

4.3.1 The County shall invoice the City for the City’s share of the RCTC costs and the City shall pay such invoice within thirty (30) days of the date the invoice is deemed given under Section 6.7 of this Agreement.

4.3.2 During the course of RCTC's work on the Freeway Strategic Study, the City, the County and RCTC staff shall meet monthly to discuss the progress of the work and to review any additional work which may need to be undertaken by the consultant.”

“4.4 Following completion of the Freeway Strategic Study, the City and County shall meet and negotiate in good faith to develop a Freeway Action Plan for funding the freeway improvements necessary to meet the expected demand as determined by the Freeway Strategic Study. As part of the development of the Freeway Action Plan, the City and the County shall also form a Freeway Task Force composed of private and public stakeholders to build consensus and secure participation of other Western Riverside County Area Cities in the Freeway Action Plan. The Freeway Task Force shall specifically include, but shall not be limited to, a representative from each of the following: the City and the County, RCTC, the Western Riverside Council of Governments (“WRCOG”), the development community and the environmental community.”

In these sections, the County committed itself, with the assistance of the City, to initiate a Freeway Strategic Study to evaluate expected freeway traffic demands through 2030. Significantly, in Section 4.4 the County agreed to:

“ . . . meet and negotiate in good faith to develop a Freeway Action Plan for funding the freeway improvements necessary to meet the expected demand as determined by the Freeway Strategic Study. As part of the development of the Freeway Action Plan, the City and the County shall also form a Freeway Task Force composed of private and public stakeholders to build consensus and secure participation of other Western Riverside County Area Cities in the Freeway Action Plan.”

Once again, the County has failed to fulfill its obligation under the Cooperative Agreement to cooperate with the City, other Western Riverside County Cities and private and public stakeholders for the Freeway Strategic Study and the development of the Freeway Action Plan. Despite having over seventeen years to undertake the Freeway Strategic Study and the Freeway Action Plan, the County failed to undertake any study, let alone cooperate with Temecula and the other cities.

Moreover, the County did not even undertake a study to determine the traffic impacts upon the freeways in Western Riverside County resulting from the Winchester Community Plan's addition of 33,000 residential units. The DEIR simply does not analyze the significant and severe traffic impacts resulting from the addition of 33,000 new residential units in the Winchester Community Plan Area upon the roads and freeways in Western Riverside County.

The County's failure to fulfill these obligations will directly result in adverse traffic impacts upon the City, the Winchester Community Plan Area and the cities surrounding the Winchester Community Plan Area.

CEQA Noticing Failure

- The City of Temecula has only recently been made aware of the Draft PEIR for the Winchester Community Plan, and has not received any of the required CEQA notices (such as Notice of Preparation (NOP) or Notice of Availability (NOA)/Notice of Completion (NOC)), nor any notices for the scoping meetings. Section 15086(c) of the CEQA Guidelines requires that the lead agency consult with local municipalities adjacent to the proposed project area. The Draft PEIR acknowledges the fact that the City is immediately adjacent to the southern boundary of the proposed community plan. Yet, there is no evidence that the County even attempted to comply in any respect with its obligations to include the City in this process.

Executive Summary/Introduction

Project Objectives

- Page 1-3: The PEIR lists a variety of project objectives for the Winchester Community Plan. Most of the objectives are noble, but lack enough specificity to allow the reader to

understand what the actual objectives entail. Much more specificity is needed. The project objectives are repeated again in Section 3.0.

- Page 1-3: The project objectives do not explain why the Winchester Community Plan is being proposed now when there are several existing area plans and specialized policy area overlays covering the entire proposed plan area that would achieve the same planning outcome. There is no mention in the PEIR objectives of consolidating aging planning documents into a comprehensive and cohesive community plan, which should be the primary objective of the Community Plan. Please add a description of this objective.
- Page 1-3: Several of the project objectives are irrelevant, and do not relate to the creation of a Riverside County Area or Community Plan. This is particularly true given that there is no land use plan provided against which the objectives can be reviewed. For example, it is unclear, and there is no explanation, as to how the objective of “providing better access to fresh healthy foods” relates to the formulation of community plan policies and land use designations. Please clarify.

Project Description

- Page 1-3: The project description includes a discussion of existing land uses and land use designations within the proposed Winchester Community Plan, but it does not include any mention of the actual proposed Winchester Community Plan policies, or include the proposed land use and circulation plan. This is the most basic project information that must be included as part of the project description for any meaningful environmental analysis to occur. In the absence of this critical information, there is no way to conduct the required environmental analysis. Please revise the project description and associated environmental analysis to include this critical base information.

Project Alternatives

- Page 1-3: The PEIR proposes four alternatives to the proposed project. CEQA requires a reasonable range of alternatives that meet most of the basic project objectives be proposed to reduce or eliminate identified environmental impacts. No explanation is provided for how the number of residents, dwelling units and non-residential square footages are calculated for each alternative. It is difficult to understand how each alternative’s anticipated number of residents, dwelling units and non-residential square footages were determined since the Winchester Community Plan project description itself does not contain a proposed land use plan or a proposed land use summary table. As a result, it is impossible to determine if an alternative would reduce environmental impacts as compared to the proposed project and/or the other alternatives.

Project Description

- Page 3-1: CEQA Guidelines Section 15124 requires a stable, clear, and concise project description, upon which the environmental impact analysis, required mitigation measures, and project alternatives are based. The project description is neither stable, clear, nor concise, and as a result needs to be revised to accurately reflect the proposed project. There is no way to determine the actual proposed land use distribution based upon the confusing information provided in the PEIR.
- Page 3-1: The Riverside County General Plan is apportioned into land use Foundation designations and individual Area Plans. It is unclear why the proposed plan is referred to as a “Community Plan” instead of matching the exiting county Area Plan nomenclature. Please explain.
- The project description is unclear. There are numerous existing planning documents that are located within the proposed Community Plan area. These include:
 - Southwest Area Plan
 - Harvest Valley/Winchester Area Plan
 - Highway 79 Policy Area
 - Interstate 15 Policy Area
 - Interstate 215 Policy Area
 - Winchester Policy Area
 - Winchester Land Use Study
 - Winchester Policy Area Design Guidelines
 - Riverside County Housing Element (2021-2029)
 - Caltrans Record of Decision – Highway 79 Realignment EIS
 - Cooperative Agreement and Settlement Agreement between the County of Riverside and the City of Temecula

The PEIR makes no effort to synthesize the relationships and overlapping planning policies between the above documents that all apparently factor into the development of the proposed Winchester Community Plan. The project description needs to be rewritten to clarify how the above documents relate to the proposed Community Plan. There appears to be substantial confusion between the Winchester Policy Area and the Winchester Community Plan, which is the actual proposed project.

- Page 3-1: The project description includes a discussion of existing land uses and land use designations within the proposed Winchester Community Plan, but it does not include any mention of the actual proposed Winchester Community Plan policies, or include the proposed land use and circulation plan. This is the most basic project information that must be included as part of the project description for any meaningful environmental analysis to occur. In the absence of this critical information, there is no way to conduct the required environmental analysis. Please revise the project description and associated environmental analysis to include this critical base information.

- Page 3-2: The PEIR uses both “project site”, “project area” and “PA” to describe the area within the boundary of the proposed Winchester Community Plan, which creates confusion. There are several figures with differing planning area boundaries, which need to be consolidated into one understandable proposed land use plan .
- Page 3-2: The PEIR indicates that “most of the Winchester PA” is comprised of agricultural and undeveloped lands, without defining the actual acreage or what is meant by “most”. Please clarify.
- Page 3-4: The project characteristics section indicates that the existing Winchester Policy Area will be expanded from 287 acres to 23,153 acres within the Harvest Valley/Winchester Area Plan, without any reasoning provided for why this massive change is proposed. To implement this change, the boundaries and land uses of the surrounding Area Plans (Sun City/Menifee and Southwest Area Plan) are proposed to be modified, although acreage statistics and graphic depictions of these changes are not provided. The project description does not document the requirements or schedule for amending the surrounding Area Plans required to create the proposed Winchester Community Plan. Please include this information.
- Page 3-4: The PEIR describes 227 parcels (1,480 acres) that are proposed for General Plan Foundation Component amendments from Rural and Rural Community to Community Development without any explanation of why the change is proposed that will result in additional development intensity. The section goes on to state that 921 parcels will require future zone changes as a result of the foundation component changes, and that these future unknown zone changes are somehow evaluated in the PEIR. This analysis is not actually included in the PEIR, nor is there any commitment for future environmental review as would be required if the environmental review is not occurring at this time.
- Page 3-4, #4: The PEIR now inserts a new Area plan (San Jacinto Valley Area Plan) and the Highway 79 Policy Area into the mix, but these were not previously mentioned as requiring amendment to accommodate the proposed Winchester Community Plan. The PEIR goes on to state that the revisions to the Highway 79 Policy Area include removing the “9% density reduction for residential projects”, without any context for why that is proposed or justified, and what that means in terms of the proposed Winchester Community Plan land use plan. Please explain where this 9% reduction came from and why is it required to accommodate the proposed Winchester Area Plan.

In addition, the 9% residential intensity reduction is part of the Cooperative Agreement, which was a settlement agreement between the City and the County to mitigate environmental impacts associated with future residential development within the Highway 79 Policy Area, and it cannot be unilaterally removed from the Highway 79 Policy Area. The County is in violation of the Cooperative Agreement by proposing to remove the 9% residential intensity reduction from the Policy Area document.

The PEIR claims that the removal of the 9% reduction requirement from the Highway 79 Policy Area will be replaced by a new “fee” on newly entitled dwelling units to mitigate Vehicle Miles Traveled (VMT) impacts and fund mobility improvements within the downtown Winchester core area. A proposed fee for improvements within the downtown Winchester area has nothing to do with the basis of the Cooperative Agreement, and was not what either the County or the City agreed to in order to mitigate impacts to the City. The entire discussion regarding the 9% reduction in residential density in the Highway 79 Policy Area needs to be removed from the PEIR and must be factored into the ultimate Winchester Area Plan land use plan densities and unit totals. Without the consideration of the 9% reduction in the formulation of the Winchester Community Plan land use plan, the entire land use plan must be revised. The PEIR goes on to state that the Highway 79 Policy Area is 50,061 acres, without any explanation of how that acreage relates to the other Area Plan and Policy acreages, or its relevance.

- Page 3-5: The PEIR now introduces several new components of General Plan Amendment (GPA) No. 1207, including design guidelines, an amended General Plan Circulation Element, and “administrative and implementation programs” without defining what those programs are or how they fit in with the proposed Winchester Community Plan. Please revise and clarify.
- The County proposes to expand the existing Winchester Policy Area to include 23,143 acres. Page 3-4 indicates that the Policy Area is 23,153 acres. Please provide the correct acreage and make consistent throughout the PEIR. In addition, please confirm which number was used throughout the PEIR’s analysis.
- Page 3-6: The PEIR attempts to explain the required acreage and land use changes to the individual surrounding Area Plans required to create the new Winchester Community Plan, and this information is purportedly summarized in Tables 3-1 and 3-2, and shown in Exhibits 3-1 through 3-11. Table 3-1 lists the General Plan Foundation changes without any reference to where the changes are located or with which of the four Area Plans the acreages are being exchanged. As a result, it is impossible to understand the location of the proposed land use changes. Table 3-2 summarizes the land use acreage changes to the Winchester Policy Area and the Highway 79 Policy area, and totals both, but does not quantify any of the underlying Area Plan land use acreage changes. As a result, it is again impossible to tell what the ultimate proposed Winchester Area Plan land use acreages, density or units (increases or decreases) are and how they will be used to determine environmental impacts and required mitigation measures.
- Page 3-8: The description of the General Plan Circulation Element amendment is lacking a description of what is being proposed, and also contains incorrect information. Revising the Highway 79 Policy Area language (which is incorrect) does not in and of itself result in an amendment to the Circulation Element. The Circulation Element amendment should describe the proposed changes to the existing circulation system and policies as a result of

the proposed Winchester Community Plan, including (for example) the realignment of Highway 79, as approved by Caltrans. The PEIR text states that the 9% residential density reduction requirement contained within the Highway 79 Policy area would be amended to allow for full development within the policy area and the proposed Winchester Community Plan. This statement is incorrect and the 9% reduction in residential density has no relationship to the realignment of Highway 79. The residential reduction included in the Highway 79 policy area was required to ensure that a variety of transportation and circulation facilities were constructed in a timely manner to accommodate the growth associated within the policy area. These facilities have not been constructed to date.

- Page 3-8: The text goes on to state that “No land use designation changes are proposed and the amendment is limited to removing the development restrictions on residential uses.” This is false. There are numerous General Plan Foundation and Area Plan land use changes proposed as part of the Winchester Community Plan, and removal of the 9% reduction in residential development intensity is not applicable to the Circulation Element amendment, as it is part of the Cooperation Agreement.
- Page 3-10: The PEIR lists a variety of project objectives for the Winchester Community Plan, but fails to explain why the Winchester Community Plan is being proposed now. Most of the objectives are noble, but lack enough specificity to allow the reader to understand what the actual objectives entail. Much more specificity is needed. Please revise.
- The objective to promote higher density housing to achieve the County’s 6th Cycle Regional Housing Needs Assessment (RHNA) goal and to eliminate the 9% residential unit intensity reduction is in direct opposition to the Cooperative Agreement which mandates a 9% reduction in residential densities.
- Page 3-11: The Discretionary Approvals section includes the adoption of GPA No. 1207, but fails to mention the Circulation Element amendment. Please include and explain what the required Circulation Element amendment includes.
- Exhibit 3-1 and 3-2: Why does the proposed Community Plan boundary cut through Lake Skinner?
- Exhibit 3-3: The graphic line work/legend is difficult to understand and it is impossible to tell which boundary line applies to which Area Plan or Policy Area. There is nothing in the legend to explain what the red numbers signify. Please revise.
- Exhibit 3-1 through 3-11: None of the figures show the proposed Winchester Community Plan land use plan. The proposed Community Plan land uses are the most basic component of the Community Plan and PEIR project description and they are missing from the PEIR project description.

- The PEIR references a Vehicle Miles Traveled (VMT) Nexus Study and fee. It is unclear if the 33,000 + residential units are included in the RIVTAM model. The Nexus Study includes \$11 million for a transit center and Park & Ride facility with no analysis of the mandated reduced VMT or trips. The VMT Nexus Study should be included in the PEIR Appendix and revised to reflect the actual number of units proposed in the Community Plan.

PEIR Section 4.0 Topical Environmental Issue Areas

- The PEIR includes an evaluation of 20 topical environmental issue areas including: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise and Vibration, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems and Wildfire. Detailed comments are provided below.
- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in Section 4.0 of the PEIR is flawed due to the inadequacy of the project description.
- Much of the analysis in PEIR Section 4.0 avoids the evaluation of all feasible mitigation measures and jumps to the conclusion that the impacts are either less than significant without mitigation or are significant and unavoidable without the application of feasible mitigation measures. CEQA Guidelines Section 15041(a) requires that a lead agency for a project require feasible changes in the project, or impose feasible mitigation, to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the “nexus” and “rough proportionality” standards established by case law. The PEIR has not done this.

Aesthetics

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in the aesthetics section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of aesthetic impacts cannot be completed without an accurate project description. Please revise the project description.

Air Quality

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon

an adequate project description. As a result, the analysis contained in air quality section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of air quality impacts cannot be completed without an accurate project description. Please revise the project description.

- **Impact Statement AQ-1: The Project Would Conflict With or Obstruct Implementation of the Applicable Air Quality Plan (PEIR pp. 4.3-22 to 4.3-24)**

The PEIR analysis of consistency with the 2016 AQMP is inadequate, and should be revised in the following ways:

- (1) To determine whether proposed project construction would result in increases in the frequency or severity of existing air quality violations or new violations or delays in timely attainment of air quality standards, the County should perform modeling of daily construction emissions based on buildout of the proposed project's development potential and compare those emissions to SCAQMD's construction thresholds (presented in PEIR Table 4.3-4).
- (2) Similarly, the determination of whether proposed project operations would result in increases in the frequency or severity of existing air quality violations or new violations or delays in timely attainment of air quality standards should be based on modeled operational emissions presented under Impact Statement AQ-2 (PEIR Table 4.3-6) compared to SCAQMD operational thresholds.
- (3) The County's contradictory statements that the proposed project would exceed the SCAG population projections used in the 2016 AQMP by 35,139 persons, and yet would be "within SCAG's forecasted population for the County" need to be clarified and corrected. The County's assertion later in this section that the increase in population and housing growth "is not considered substantial in the context of the County overall" (p. 4.3-24) needs to be supported with substantial evidence, and connected to the consistency criterion of the SCAQMD's CEQA Handbook to analyze "(w)hether a project will exceed the assumptions in the AQMP."
- (4) Several assertions need to be revised to be supported with substantial evidence, including claims of proposed project consistency with RTP/SCS goals to reduce VMT and air pollution, and that "implementation of all SCAQMD rules, regulations, and control measures may not be feasible for future developments." (PEIR p. 4.3-24) Which rules, regulations, and control measures may not be feasible, and why?
- (5) CEQA requires that all feasible mitigation measures be identified for significant environmental impacts. The PEIR's conclusion that "(n)o mitigation measures are required" for this "significant and unavoidable" impact violates CEQA because the

County has not even attempted to determine what mitigation is feasible or enforceable for an impact that exists, as discussed above.

- **Impact Statement AQ-2: Project Implementation Result in a Cumulative 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**

The PEIR's claim that it is infeasible to estimate construction emissions of the proposed project is not supported by substantial evidence. Modeling of construction air pollutant emissions is routinely included in programmatic CEQA analysis for plans similar to the proposed project, such as general plans, regional plans, area plans, and community plans. The PEIR should be revised to estimate future daily construction emissions under buildout of the proposed project's development potential. This analysis should be based on reasonably foreseeable estimates for the rate of future development and timing of ultimate buildout under the proposed project. This additional information is needed so that the PEIR discloses the potential magnitude of pollutant emissions relative to SCAQMD thresholds under the proposed project and the associated health effects, which in turn will inform the development of mitigation measures and project alternatives to avoid or substantially lessen the impacts.

The PEIR's unsupported assertions about how General Plan policies affect proposed project air emissions need to be supported by substantial evidence explaining the effects of the policies on emissions-generating activities of the proposed project.

The PEIR should be revised to provide an explanation of the assumptions and inputs used to model the proposed project's operational emissions, which are shown in Table 4.3-6. The PEIR should also be revised to provide additional detail correlating the proposed project's emissions, which would greatly exceed SCAQMD thresholds, with potential health effects. For example, the PEIR shows that PM10 emissions would be 85 times higher than the threshold amount; PM2.5 emissions would be over 100 times higher than the threshold. An adequate air quality analysis requires a reasonable effort to substantively connect a project's air quality impacts to likely health consequences, or a meaningful detailed explanation of why it is not feasible to provide such an analysis. (See *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502.)

- **Air Quality Mitigation Measures Do Not Meet CEQA Requirements**

The PEIR air quality mitigation measures violate CEQA requirements by improperly deferring important details until a future time, without providing sufficient benchmark standards. To meet CEQA's requirements for adequate mitigation, the PEIR air quality mitigation measures need to be revised to include:

- A commitment to the mitigation.

- Adopted performance standards for what the mitigation must achieve.
- A menu of potential actions that can feasibly achieve the performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measures.

Biological Resources

The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in the biological resources section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of biological resources impacts cannot be completed without an accurate project description. Please revise the project description.

Cultural Resources

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in cultural resources section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of cultural resources impacts cannot be completed without an accurate project description. Please revise the project description.

Energy

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in the energy section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of energy impacts cannot be completed without an accurate project description. Please revise the project description.

Geology and Soils

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in geology and soils section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of geology and soils impacts cannot be completed without an accurate project description. Please revise the project description.

Greenhouse Gas Emissions

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in greenhouse gas emissions section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of greenhouse gas impacts cannot be completed without an accurate project description. Please revise the project description.

- **Section 4.8.3 Impact Thresholds and Significance Criteria**

On page 4.8-25, the PEIR references the Environmental Checklist form provided in Appendix G to the CEQA Guidelines, and states that, “a project may create a significant adverse environmental impact if it would: (g)enerate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and (c)onflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gas (refer to Impact Statement GHG-2)”

- **Impact Statement GHG-1: Greenhouse Gas Emissions Generated by the Project Could Have a Significant Impact on Global Climate Change**

The analysis provided for Impact Statement GHG-1 is inadequate on several fronts. For one, the PEIR fails to clearly explain how it uses the GHG-1 “impact statement” to determine the significance of the proposed project’s GHG emissions impacts. It only offers that “the effects of the proposed project have been categorized as either a ‘less than significant impact’ or ‘potentially significant impact’” based on the language of Impact Statement GHG-1 (PEIR page 4.8-25). At a minimum, the PEIR should be revised to clearly describe the criteria used by the County to measure compliance with this impact statement and determine the significance of the proposed project’s GHG emissions impacts. The PEIR should be revised to provide a clear, internally consistent description of the thresholds of significance for GHG emissions impacts. The PEIR should also explain how compliance with the threshold(s) used means that the proposed project’s impacts would be less than significant. CEQA Guidelines Section 15064(b)(2). As part of this explanation, the PEIR should clarify its statement that, “the impact analysis for this project relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB).” (PEIR pp. 4.8-1 to 4.8-2). Which guidelines, analyses, policies and plans? Please explain.

Without understanding the County’s criteria for determining significance, it is not possible for the reader to understand the nature or severity of the significant GHG emissions impacts identified for the proposed project, and therefore, also not possible to evaluate the adequacy of the mitigation measures identified in the PEIR for avoiding or substantially lessening the significant impacts.

The analysis presented under Impact Statement GHG-1 is divided into two sections, one addressing construction-related impacts and the other addressing operational impacts. These two components of the GHG-1 impact analysis are addressed separately below.

- **The Inadequate Analysis of Construction-Related GHG Emissions Impacts Needs to be Revised**

The analysis of construction impacts provides a high-level description of generic types of construction activities that generate GHG emissions; there is no attempt to qualitatively analyze the timing or magnitude of construction-related GHG emissions that would result from the substantial amount of development allowed to occur under the proposed project. The PEIR goes on to assert, in back-to-back sentences, that quantifying construction related GHG emissions is both “not possible” and that precise quantification is “impractical.” It concludes by asserting, without evidence or explanation, that although certain “current policies” and mitigation measures recommended for Impact Statement AQ-2 in PEIR Section 4.3, Air Quality, would minimize construction-related GHG emissions, the proposed project could result in future development that exceeds South Coast Air Quality Management District (SCAQMD) thresholds of significance, which are not named or identified.

The PEIR analysis of construction-related GHG emissions impacts must be revised in several ways. First, the County must make a good-faith effort to quantify and disclose estimated construction-related GHG emissions that would result from the proposed project. The PEIR’s assertion that “quantifying precisely” is “impractical” is not a basis to exclude this information from the PEIR. Moreover, the PEIR’s assertion that is “not possible” to quantify the proposed project’s GHG emissions is not supported by substantial evidence. In fact, the County’s own Climate Action Plan, with its modeling of off-road equipment GHG emissions for all of the unincorporated County areas for decades into the future, shows that it is possible, and indeed feasible, to prepare a programmatic estimate of GHG emissions from construction equipment without knowing site- or project-specific information (County CAP). In addition, any discussion of current policies that minimize the construction-related GHG emissions of the proposed project must be supported with substantial evidence showing how such policies would reduce emissions. Also, the impact analysis should first determine the significance of the proposed project’s GHG emissions under the threshold being used, before analyzing the effect of air quality mitigation measures identified elsewhere in the PEIR on the proposed project’s GHG emissions impacts. And finally, if the PEIR is evaluating construction-related GHG emissions against certain “SCAQMD thresholds of significance” as it implies, then the PEIR needs to clearly describe what those thresholds are, explain why they are appropriate to use for the proposed project, and provide an analysis, supported by substantial evidence, that compares the proposed project’s GHG emissions to those thresholds. The PEIR also needs to clearly identify feasible mitigation measures that address the construction-related GHG emissions that would be generated by the proposed project.

- **The Inadequate Analysis of Operational GHG Emissions Impacts Needs to be Revised**

Initially, the PEIR explains that the proposed project's operational GHG emissions are "qualitatively evaluated" based on "compliance with the long-term State reduction targets." (PEIR page 4.8-26) The PEIR does not offer a description of how this qualitative evaluation of target compliance will be performed, and does not identify the State reduction targets used in the analysis. The PEIR also appears to describe an additional method used to evaluate operational GHG emissions, explaining that, "future development that would occur under project buildout (new development) was assessed based on the capacity to effectively reduce GHG emissions sources from project-specific operations within the project area." (PEIR page 4.8-26) The PEIR offers no explanation of what it means for future development to have "capacity to effectively reduces GHG emissions sources from project-specific operations."

The impact analysis for GHG-1 presents a comparative analysis of annual GHG emissions under the proposed project as compared to development under the current County General Plan, which shows that the proposed project would increase annual GHG emissions by 68,588 MTCO_{2e} relative to development allowed under the current General Plan (PEIR Table 4.8-1). The PEIR provides no interpretation or analysis of how the annual GHG emissions increase relates to the proposed project's GHG emissions impact being analyzed. It also does not provide any information about the timing of when such annual rates of GHG emissions would be expected to occur. Moreover, on page 4.8-24, the PEIR explains that "this EIR quantifies total annual GHG emissions for informational purposes," although it does not clearly explain what this means, and it does not explain why total annual emissions are included in the impact analysis for GHG-1. This wording suggests that the GHG emissions are not intended to be reliable, thereby undercutting the value of the data for CEQA purposes.

The PEIR then provides a high-level description, asserting that certain objectives of the proposed project would generally "reduce GHG emissions" although it is not clear to what the asserted reduction in emissions is being compared. The PEIR also asserts that several County General Plan policies would "minimize GHG impacts" but does not provide substantial evidence explaining how the policies would affect the proposed project's emissions.

The analysis then presents two mitigation measures, GHG-1 and GHG-2, and describes their purported effect on the proposed project's GHG emissions. The PEIR presents these mitigation measures without first determining the significance of the proposed project's impacts, thereby skipping a critical step. The analysis concludes by asserting that it is not feasible to analyze future development under the proposed project because timing and project-specific details are unknown, and therefore, the County's thresholds could be exceeded, but it does not identify or describe the "County thresholds" being referenced.

Moreover, the conclusion that future development cannot be analyzed in any regard is incorrect; even a programmatic EIR still must contain a certain level of information.

The PEIR analysis of operational GHG emissions impacts should be revised in several ways. First, it needs to clearly identify the criteria being used to evaluate the proposed project's GHG emissions under Impact Statement GHG-1. Similarly, the PEIR needs to clearly address whether estimates of annual GHG emissions resulting from the proposed project, including comparisons of estimated annual GHG emissions under the current General Plan, are used in the evaluation of the significance of the proposed project's GHG emissions, and if so, how. If the proposed project's total annual GHG emissions are in fact presented only for "informational purposes" as stated in the PEIR, then the PEIR must explain what this means and why the estimates are not used in the impact analysis. Moreover, before any discussion of mitigation measures, the impact analysis must first clearly analyze whether the GHG emission impacts would be potentially significant, i.e., address whether or not the threshold being applied would be exceeded or not. If the threshold would be exceeded and the impact would be potentially significant, then all feasible mitigation measures to reduce the impact to less than significant must be identified and proposed to be imposed. Also see below for comments on PEIR Mitigation Measures GHG-1 and GHG-2.

- **Impact Statement GHG-2: Implementation of the Proposed Project Could Conflict with an Applicable Greenhouse Gas Reduction Plan, Policy, or Regulation**

The analysis provided for Impact Statement GHG-2 is inadequate on several fronts. For one, the PEIR does not clearly identify the criteria being used to evaluate the proposed project under this threshold of significance. For example, the PEIR discussion of impact thresholds and significance criteria explains that "The project's GHG impacts are evaluated by assessing the project's consistency with applicable local, regional, and statewide GHG reduction plans and strategies." (PEIR p. 4.8-24) It then identifies the 2020-2045 RTP/SCS and the 2017 Scoping Plan as the two GHG reduction plans applicable to the project. The County's Climate Action Plan (CAP) is not identified as an applicable plan, or even referenced in this section. Later, in the impact analysis for GHG-2 (PEIR p. 4.8-30), a discussion of the County's CAP is provided, but the proposed project is not analyzed for potential conflicts with the County's CAP, and the relevance of the discussion provided to the PEIR impact analysis and significance conclusion for Impact Statement GHG-2 is unclear. The PEIR does assert that the proposed project would be "consistent with the emissions reductions targets set by the (County's) CAP" (p. 4.8-36), but offers only unsubstantiated statements that the proposed project would not conflict with growth projections and would reduce VMT and be "consistent with appropriate CAP measures" (which are addressed later in this comment letter).

The PEIR must be revised to include an analysis of the proposed project for consistency or conflicts with the County's Climate Action Plan. It must provide the criteria used to evaluate the proposed project for consistency or conflicts with the County's CAP, and

support its analysis with substantial evidence. In addition, the PEIR needs to assess the significance of the proposed project's GHG emissions impact under Impact Statement GHG-2 before considering the role of mitigation measures in reducing a potentially significant impact. (PEIR p. 4.8-39) As part of this revised analysis, the PEIR should clarify statements, like the one on page 4.8-29, asserting that all future development under the proposed project "would demonstrate compliance with the State's GHG reduction targets." Substantial evidence is needed to support this assertion, including the regulatory requirements and other processes that would achieve this outcome, as well as the specific GHG reduction targets being referenced.

Consistency with the County's Climate Action Plan

The County's CAP is based on anticipated growth using the County's 2015 General Plan, including the number of residential households and commercial/industrial jobs (County CAP Table 3-3). The PEIR explains that the proposed project would allow development that decreases the number of jobs in the project area by 10,055, and increases the number of residential dwelling units by 12,329, when compared to the existing General Plan Land Use Designations (PEIR Table 3-2). The PEIR fails to directly analyze whether the increase in residential development potential resulting from the proposed project would conflict with the County's ability to meet its GHG reduction targets through the measures set forth in its CAP. Similarly, the PEIR does not explain how it is that future development under the proposed project could be found to be consistent with the County's CAP under CEQA Guidelines Section 15183.5, when the anticipated growth of the proposed project is not accounted for in the County's CAP. As the County admits later in the GHG section, "Project consistency with population growth projections is one of the criteria for determining consistency with GHG reduction plans." (PEIR p. 4.8-36)

Consistency with SCAG's Connect SoCal 2020-2045 RTP/SCS

The analysis of the proposed project's consistency with the Connect SoCal 2020-2045 RTP/SCS (PEIR pp. 4.8-30 to 4.8-33) must be revised to analyze whether the changes in development potential under the proposed project, including an increase of over 12,000 residential dwellings and reduction of over 10,000 jobs, would adversely affect SCAG's ability to meet its passenger vehicle GHG reduction target for 2035. The analysis should also be revised to provide additional details and evidence supporting assertions that the proposed project would reduce VMT by "facilitating development opportunities for greater housing variety and density" and "facilitat(ing) a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments with increased accessibility via transit." (PEIR p. 4.8-31) The PEIR contends that, "(T)he County has no control over vehicle emissions," which ignores the many strategies within the County's control and influence to reduce vehicle emissions, including its ability to support conversion of the vehicle fleet to zero emissions vehicles (ZEVs), installation of charging and fueling infrastructure for ZEVs, and its ability to reduce VMT through regulation of land use patterns and circulation improvements.

In addition, the analysis of proposed project consistency with the five key SCS strategies of the 2020-2045 RTP/SCS (Table 4.8-2, PEIR p. 4.8-31) must be revised to fully evaluate the proposed project's consistency with each of the strategies; the current analysis is incomplete in that it does not address several components of the five key SCS strategies. Moreover, the analysis must be revised to include support and evidence for the conclusions of consistency with SCS strategies.

Consistency with Growth Projections

In Table 4.8-3: Project Consistency with Applicable CARB Scoping Plan Measures (PEIR p. 4.8-34), the County asserts that development under the proposed project would be "consistent with the growth projections in the RTP/SCS." Given that the PEIR reports elsewhere (e.g., PEIR Table 3-2) that the proposed project would allow development that decreases the number of jobs in the project area by 10,055, and increases the number of residential dwelling units by 12,329 when compared to the existing General Plan Land Use Designations, the County must provide additional information and explanation supporting its conclusion that the growth resulting under the proposed project is consistent with growth projections used in the RTP/SCS, which was adopted in September 2020. As the County itself states in Section 3.14, Population and Housing, "General Plan growth projections form the basis of SCAG's planning and policy documents, including regional growth forecasts." (PEIR p. 4.14-9)

The PEIR also references Section 3.14 to conclude that the project would not conflict with County or regional growth projections because "although it would directly increase population through housing development, it would also directly decrease population through development of less-employment generating land uses." (PEIR p. 4.8-36) It is unclear how the County reached the conclusion that the proposed project's increase of 12,329 residential units and decrease of 10,055 jobs, relative to the adopted General Plan, is consistent with the growth projections used in the County's CAP and in SCAG's 2020-2045 RTP-SCS. PEIR Section 3.14 (p. 4.14-9) attempts several arguments to support this conclusion, which are summarized below, but none of these contentions actually supports the conclusion of proposed project consistency with 2020-2045 RTP/SCS growth projections (which, according to the County, are based on the County General Plan) or the County's CAP (which are based on the County's 2015 General Plan).

The GHG analysis includes these flawed assumptions:

- The PEIR asserts that the proposed project would not exceed planned growth projections because the rate of population increase between the proposed project and adopted General Plan, 21%, is lower than the 33% rate of population growth that SCAG has projected for Riverside County between 2021 and 2045.
- The PEIR references the County-wide residential vacancy rate of 13%.

- The PEIR asserts that growth under the proposed project “would occur incrementally through 2045,” housing under the proposed project would be “dispersed...over approximately 50,000 acres,” and that some unspecified amount of population would decrease the proposed project would allow for fewer additional jobs than the adopted General Plan. Please identify the number of units, and projected population.

GHG Mitigation Measures

- PEIR Mitigation Measures GHG-1 and GHG-2 would require that new discretionary developments under the proposed project implement CAP measures equivalent to at least 100 points (according to the CAP’s Screening Tables). It asserts that the mitigation would “ensure GHG emissions from new development are reduced to levels necessary to meet California State targets.” (PEIR p. 4.8-29) This statement is inadequate for the following reasons.

First, as described in the above comments, the PEIR does not provide substantial evidence supporting its conclusion that the development potential of the proposed project, which results in substantial changes to development potential of residential and employment land uses under the adopted General Plan, is accounted for in the growth projections of the County’s CAP. Because the proposed project’s development potential differs substantially from the General Plan growth projections on which the CAP is based, additional analysis is needed to determine whether the County could still meet its CAP targets when requiring development under the proposed project to “garnish at least 100 points” of CAP measures. Moreover, Mitigation Measures GHG-1 and GHG-2 have been crafted to only apply to new “discretionary development” that results from the proposed project. Additional analysis is needed to understand the degree to which development under the proposed project would be processed through ministerial instead of discretionary processes, and by extension, not required to implement CAP measures that reduce GHG emissions. Disclosure of this information is needed to understand the effectiveness of mitigation measures GHG-1 and GHG-2.

In addition, the County must revise the PEIR to reconcile the conflicting statements that the GHG emissions impacts of future development “would be analyzed on a project-by-project basis” (p. 4.8-28) and “would be required to undergo project-specific CEQA review, including analysis of potential operational GHG emissions” (p. 4.8-29), with the language in mitigation measure GHG-2 that projects will be required to implement CAP measures that achieve at least 100 points “in lieu of a project-specific analysis.” If future environmental review will is not anticipated, then significantly more detailed review is required at this juncture. Alternately, if the County intends to tier off of this document for future review, then the County must clearly state that future, project-level analysis will occur.

Hazards and Hazardous Materials

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in hazards and hazardous waste section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of hazard and hazardous material impacts cannot be completed without an accurate project description. Please revise the project description.

Hydrology and Water Quality

The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in the hydrology and water quality section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of hydrology and water quality impacts cannot be completed without an accurate project description. Please revise the project description.

Land Use and Planning

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in land use and planning section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of aesthetic impacts cannot be completed without an accurate project description. Please revise the project description.
- Page 4-11-1: The Land Use and Planning Section is entirely inadequate. It does not mention the Western Riverside Council of Governments (WRCOG) as the regional planning agency for the project area, let alone provide any analysis of regional impact within Western Riverside County, or WRCOGs subregional Climate Action Plan GHG reduction measures. Further, the Land Use and Planning section does not acknowledge the proposed Winchester Community Plan and simply refers to all of the existing Area Plans and overlays that will be modified to create the proposed plan.

Mineral Resources

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in mineral resources section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of mineral resource impacts cannot be completed without an accurate project description. Please revise the project description.

Noise and Vibration

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in noise and vibration section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of noise and vibration impacts cannot be completed without an accurate project description. Please revise the project description.

Population and Housing

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in population and housing section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of population and housing impacts cannot be completed without an accurate project description. Please revise the project description.

Public Services

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in the public services section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of public services impacts cannot be completed without an accurate project description. Please revise the project description.

Recreation

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in the recreation section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of recreation impacts cannot be completed without an accurate project description. Please revise the project description.

Transportation

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in the transportation section of the PEIR is flawed due to the inadequacy of the project description. An adequate

analysis of transportation impacts cannot be completed without an accurate project description. Please revise the project description.

Regulatory Setting

- Page 4.17-7 and 4.17-8: The regulatory setting includes LOS-based policies and programs. CEQA documents can no longer base a significance determination on an automobile delay-based analysis, such as LOS; it is therefore unclear why this information is included in the regulatory settings. The document is not precluded from including a LOS analysis for disclosure purposes, such as General Plan Circulation Element or Congestion Management Plan consistency, but the analysis cannot be used as a basis for determining a significant environmental impact. Please clarify the County's approach here.

Impact Analysis

- TRA-1 (Construction Impacts): This impact notes that "site-specific Traffic Management Plans (TMPs) would be required to be implemented for each individual implementing project." However, there is no implementation mechanism mentioned or cross-referenced that would ensure implementation of such plans. How does the County intend to ensure that this implementation occurs?
- TRA-2: TRA-1 (Operational Impacts) notes that the project would result in modifications to Caltrans facilities and other roadways but does not state what those changes would be. If there would be any roadway widening associated with the project, consistent with guidance in the OPR Technical Advisory, induced demand/VMT needs to be analyzed within impact TRA-2.
- TRA-2: The VMT thresholds for retail and other customer land uses shown in Table 4.17-1 are listed as "net regional change." That is not a threshold, which is a metric. The analysis needs to be revised to state what the threshold is for both of these land uses (e.g., no net increase in regional VMT).
- TRA-2: The impact states that "the RIVTAM Model maintains a base year condition of 2012 which, for purposes of this analysis, is considered to be representative of existing conditions." There is no explanation given as to why or how this is representative of existing conditions. Additionally, an updated version of RIVTAM has been released since the completion of this analysis and includes a base year of 2018. Use of the updated and refined model should be considered. The updated RIVTAM model needs to be used for the PEIR traffic analysis, or an explanation included as to why the current version of RIVTAM was not used.
- TRA-2: The impact analysis shows a very high level VMT evaluation in Tables 4.17-2 and 4.17-3, but there is no discussion or disclosure of what land use assumptions were included for any of the modeling. Please provide this.

- TRA-2 (Mitigation): The statement that, “Although many of the VMT reducing design principles, policies, and improvements that are described above may ultimately mitigate and/or potentially reduce the VMT impacts outlined...” is speculative and misrepresents the VMT analysis findings. With the level of VMT increases across the board, it is highly unlikely that any of the VMT impacts would be able to be mitigated to a less than significant level.
- TRA-2 (Mitigation): VMT-reducing design principles incorporated in the Draft Winchester Design Principles are incorrectly presented as mitigation. If these are part of the proposed project, they should be incorporated into the analysis and not included as mitigation. Generally, it is unclear what portion of that which is presented as mitigation is actually part of the project as opposed to being true mitigation.
- TRA-2 (Mitigation): There is no quantification of the proposed VMT mitigation. It is also unclear if all feasible VMT mitigation has been proposed. Please revise and provide the quantification, as well as a more robust discussion of VMT mitigation.
- TRA-3: If there are no existing requirements for construction traffic management, it cannot be assumed that a temporary traffic control plan would be implemented, and associated impacts reduced to a LTS level.

Draft VMT Mitigation Fee Ordinance/Nexus Study

- The County has indicated that the draft VMT Mitigation Fee Ordinance/Nexus Study has been prepared to mitigate traffic impacts in the Winchester Community Plan Area through the development and implementation of a VMT mitigation fee. The draft Ordinance /Nexus study is purportedly required by PEIR mitigation measure TRA-1. The fee appears to be based upon an assumption that two measures (Park and Ride facility and a Metrolink multi-modal facility) will mitigate **all** VMT impacts associated with the proposed Winchester Community Plan. A total of \$11,000,000 is arbitrarily assigned to the cost of facility construction, without consideration of current and ongoing supply chain issues and inflation. Then, a total of 33,569 residential units is assumed (without any basis or support) to be developed within the proposed Winchester Community Plan area, divided by the unrealistically low cost of \$11,000,000 to come up with a per unit VMT mitigation fee of \$328/unit. In short, there is no support for the conclusions that are reached. The VMT Mitigation Fee Ordinance and Nexus Study incorrectly assumes that the 9% residential intensity reduction policy can be eliminated and an unsupported and overstated residential unit count is assumed for analysis purposes.

The VMT Mitigation Fee Ordinance/Nexus Study is purportedly evaluated in the PEIR, although no mention if it can be found in the body of the PEIR text. In addition, there is no mention of 33,569 residential units anywhere in the PEIR. The conclusion of the VMT Mitigation Fee Ordinance/Nexus Study, namely, that the proposed VMT mitigation fee

will mitigate all proposed Winchester Community Plan VMT impacts, is not supported by any substantial evidence or analysis in the PEIR. Please provide an adequate analysis of VMT impacts and a realistic mitigation program, supported by evidence, to demonstrate how proposed Winchester Community Plan VMT impacts would be reduced to less than significant.

Tribal Cultural Resources

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in tribal and cultural resources section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of tribal cultural resources impacts cannot be completed without an accurate project description. Please revise the project description.

Utilities and Service Systems

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in utilities and service systems section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of utilities and service systems impacts cannot be completed without an accurate project description. Please revise the project description. A Water Supply Assessment is required to evaluate the long term viability of water supplies to serve the proposed community plan, especially as relates to worsening drought conditions. Please provide.

Wildfire

- The previous comments on the inadequacy of the project description flow through to all of the PEIR Environmental Issue sections, as the environmental analysis must be based upon an adequate project description. As a result, the analysis contained in the wildfire section of the PEIR is flawed due to the inadequacy of the project description. An adequate analysis of wildfire impacts cannot be completed without an accurate project description. Please revise the project description.

Mandatory Findings of Significance

- Section 4.21 lists 10 environmental issue areas that cannot be reduced to less than significant and remain significant and unavoidable. This section summarizes the findings of the purported “analysis” contained Section 4.0 of the PEIR, which is flawed due to the inadequacy of the project description. An adequate analysis of impacts cannot be

completed without an accurate project description. Please revise the project description, and address all other comments accordingly.

Cumulative Impacts

- Table 5-1 (Cumulative Projects List) contains a grand total of 10 projects (1,187 residential units and 10,283,987 square feet of non-residential uses that embody the entirety of cumulative projects in the vicinity of the proposed Winchester Community Plan. The cumulative projects map (Exhibit 5-3) in the PEIR is blank. It is incomprehensible that only those 10 projects comprise the entire cumulative project list, given the size of the project area and the fact that the project area is one of the fastest developing areas within Riverside County and the State of California.
- Throughout the cumulative impact section, level of significance statements are made without any supporting analysis.

Other CEQA Considerations

- The conclusion of the growth inducing impacts section is that the proposed Winchester Community Plan would not induce growth. Nothing could be further from the truth, as the Plan proposes to eliminate the 9% cap on residential units and proposes numerous general plan amendments to increase residential density within the Plan area. The conclusion is not just incorrect, it is contradicted by the Cooperative Agreement to which the County is a party. This discussion and conclusion must be revised to accurately state what the County is attempting to do.

Alternatives to the Proposed Project

- The PEIR proposes four alternatives to the proposed project. CEQA requires a reasonable range of alternatives that meet most of the basic project objectives be proposed to reduce or eliminate identified environmental impacts. No explanation is provided for how the number of residents, dwelling units and non-residential square footages are calculated for each alternative. It is difficult to understand how each alternative's number of residents, dwelling units and non-residential square footages were determined since the Winchester Community Plan project description does not contain a proposed land use plan or a proposed land use summary table. As a result, it is impossible to determine if an alternative would reduce environmental impacts as compared to the proposed project and/or the other alternatives. Under the existing analysis, it is impossible to identify the environmentally preferred alternative. Again – the project description needs to be adequately prepared to properly understand the formulation of alternatives.

Conclusion and Written Request for Notices

Based on these defects and inadequacies in the Draft PEIR, the City requests that the County suspend any further consideration of the project until a Draft PEIR that fully complies with CEQA is prepared and recirculated for public review and comment. The City objects to any further County action on the project until the necessary environmental review has been completed.

The City requests that written responses to each of the following comments be provided in accordance with CEQA Guidelines Section 15088.

Pursuant to Public Resources Code section 21092.2(a), the City intends that this letter serve as a written request for a copy of all notices that may be issued or filed related to this project or any part or component thereof. Please direct all such notices to me at the address on this letter.

Sincerely,



Luke Watson
Deputy City Manager

cc: Chuck Washington, County Supervisor
Jeffrey Van Wagenen, Riverside County Administrator
Juan Perez, Chief Operating Officer
John Hildebrand, Planning Director County of Riverside
Evan Langan, Project Planner County of Riverside

Aaron Adams, City Manager
Kevin Hawkins, Assistant City Manager
Patrick Thomas, Director of Public Works

Matthew Bassi, City of Wildomar
Karen Brindley, City of Lake Elsinore
Cheryl Kitzerow, City of Menifee
Jim Morrissey, City of Canyon Lake
Jarrett Ramaiya, City of Murrieta

Attachments: Exhibit A, Cooperative Agreement
Exhibit B, Amendment No.1 to the Cooperative Agreement
Exhibit C, Settlement Agreement

**COOPERATIVE AGREEMENT BETWEEN THE CITY OF
TEMECULA AND THE COUNTY OF RIVERSIDE TO
MITIGATE TRAFFIC IMPACTS IN WESTERN
RIVERSIDE COUNTY**

This Agreement is made and entered into as of April 1st, 2005 by and between the City of Temecula, a municipal corporation ("City"), and the County of Riverside, a public subdivision of the State of California ("County"). In consideration of the mutual promises set forth herein, the City and County agree as follows:

ARTICLE 1

RECITALS

This Agreement is made for the following purposes and with respect to the following facts, which the City and County agree to be true and correct:

1.1 Since 1999, the County has been engaged in a project known as the Riverside County Integrated Project (the "RCIP"), which initially consisted of proposals for the Community and Environmental Transportation Acceptability Process (the "CETAP"), the Western Riverside County Multi-Species Habitat Conservation Plan ("MSHCP"), and an updated general plan to replace the County general plan adopted in 1984. The CETAP has not yet been adopted. The MSHCP has been adopted by the County and the member agencies. The State and Federal agencies have also approved the MSHCP and issued the necessary permits for the MSHCP.

1.2 On October 7, 2003, the County adopted its Resolution No. 2003-487, approving a new General Plan (the "General Plan") to replace the prior general plan approved in 1984 and adopted Resolution No. 2003-488 adopting and certifying a Final Environmental Impact Report for the General Plan ("FEIR"). The General Plan designates land uses for the unincorporated areas of the County. The General Plan also describes the infrastructure necessary to serve the designated land uses.

1.3 The City is located in southwestern Riverside County. Two major highways traverse the City, State Route 79 North (Winchester Road) and State Route 79 South, and connect to Interstate 15. The City has improved these roads from two lanes to six lanes in order to accommodate the growth within the City. These roads also serve the unincorporated areas of the County surrounding the City.

1.4 During the public hearing process, the City commented extensively on the proposed General Plan. The City contends, among other things, that the General Plan fails to adequately provide for construction of the traffic improvements required to serve the dwelling units proposed by the General Plan and, therefore, fails to mitigate the traffic impacts created by the General Plan; that the General Plan deficiencies are of particular concern to the City because traffic generated in the Southwest area of the County will severely impact the City unless certain

traffic improvements are built concurrently with the proposed dwelling units; and that no adequate mechanism exists in the General Plan to ensure that traffic mitigation measures identified in the General Plan and the FEIR are in place before the dwelling units creating the need for the mitigation measures are constructed. The County disputes the City's contentions.

1.5 On November 5, 2003, the City filed a Petition for Writ of Mandate in Riverside Superior Court challenging the legality and validity of the General Plan and the FEIR. The action is entitled "*City of Temecula v. County of Riverside; Board of Supervisors of the County of Riverside*," Riverside County Superior Court Case No. RIC 402766 ("Litigation"). The County disputes the City's contention that the General Plan and FEIR are invalid.

1.6 Despite their differences in the Litigation, the City and County desire to cooperatively work together in an effort to improve the highway infrastructure in Western Riverside County for the benefit of all current and future residents of the County. The City and County acknowledge that providing adequate traffic infrastructure for Western Riverside County involves complex engineering, environmental and financial challenges requiring the full cooperation of all federal, state and local governmental agencies, but will provide substantial public benefits for the City, County and the people living and working in the City and the County.

1.7 This Agreement sets forth the framework for a major cooperative effort by the City and the County to provide the traffic infrastructure required for new housing development in Western Riverside County before the creation of actual traffic impacts.

1.8 This Agreement specifically addresses impacts of the General Plan on Major Arterial Roads in Southwest Riverside County in the specific area to be known as the "I-215 Policy Area." This Agreement also specifically addresses impacts of the General Plan on freeways in the "Western Riverside County Area". For the purposes of this Agreement, the "I-215 Policy Area" shall be the area described in and shown on Exhibit A and the "Western Riverside County Area" shall be the area described in and shown on Exhibit D.

1.9 The terms described below shall have the following meanings unless otherwise noted in the Agreement:

1.9.1 "Appropriately formed and fully funded financing mechanism" is defined in Section 2.3.4 and Section 3.3.4 and shall mean a community facilities district, assessment district, or similar infrastructure financing mechanism, which has been formed and which is fully funded to provide for the immediate construction of the Major Arterial Roads required to mitigate project-related traffic impacts. "Appropriately formed financing mechanism" is defined in Section 2.3.4 and Section 3.3.4 and shall mean a community facilities district, assessment district, or similar infrastructure financing mechanism, which has been formed to provide for the construction of the Major Arterial Roads required to mitigate project-related traffic impacts.

1.9.2 "Best efforts" County is defined in Section 2.3.2 and Section 2.3.7. As used in Section 2.3.2, "best efforts" shall mean that the County shall initiate proceedings to amend the General Plan as described in Section 2.1 and shall diligently process the proposed

General Plan Amendment to completion in accordance with all applicable laws, subject to the County's legislative discretion as more particularly described in Section 2.3.5. As used in Section 2.3.7, "best efforts" shall mean that the County shall, at the time an appropriately formed financing mechanism is in place and sufficient funds are available, diligently undertake, without unnecessary delay, all the actions required to enable construction of the Major Arterial Roads, including, but not limited to, preparing and processing the required environmental documentation, design documentation and plans and specifications. As used in Section 2.3.7, "best efforts" shall further mean that the County shall, at the time an appropriately formed and fully funded financing mechanism is in place, diligently initiate and complete construction of the Major Arterial Roads.

1.9.3 "Best efforts" City is defined in Section 3.3.2, and shall mean that the City shall initiate proceedings to amend the General Plan as described in Section 3.1 and shall diligently process the proposed General Plan Amendment to completion in accordance with all applicable laws, subject to the City's legislative discretion as more particularly described in Section 3.3.6.

1.9.4 "City" shall mean the City of Temecula.

1.9.5 "City General Plan Amendment" shall mean the proposed amendment to the Temecula General Plan described in Section 3.1.

1.9.6 "City Land Use Applications" is defined in Section 3.3.3 and shall mean any applications on which the City Planning Commission has not taken final action as of the effective date of this Agreement, the approval of which, would authorize or conditionally authorize the construction of dwelling units within the City, including, but not limited to, applications for General Plan amendments, specific plans, specific plan amendments, zone changes, development agreements, subdivision maps and planned development permits.

1.9.7 "County" shall mean the County of Riverside.

1.9.8 "County General Plan Amendment" shall mean the proposed amendment to the Riverside County General Plan described in Section 2.1.

1.9.9 "County Land Use Applications" is defined in Section 2.3.3 and shall mean any applications on which the County Planning Commission has not taken final action as of the effective date of this Agreement, the approval of which, would authorize or conditionally authorize the construction of dwelling units within the I-215 Policy Area, including, but not limited to, applications for General Plan amendments, specific plans, specific plan amendments, zone changes, development agreements, subdivision maps and planned development permits.

1.9.10 "Effective date of this Agreement" shall mean the date described in Section 6.11.

1.9.11 "General Plan" shall mean the Riverside County General Plan approved by Resolution No. 2003-487 of the Board of Supervisors of Riverside County on October 7, 2003.

1.9.12 "Freeways" shall mean the I-15 Freeway and the I-215 Freeway within the Western Riverside County Area.

1.9.13 "Freeway Action Plan" shall mean the action plan described in Section 4.4 which shall be negotiated by the City and County following receipt of the Freeway Strategic Study.

1.9.14 "Freeway Strategic Study" shall mean the study described in Section 4.1 to set specific goals for the development of the freeway capacity necessary to meet the traffic generated by new housing development in the Western Riverside County Area and to establish the framework for the joint efforts of the City, County, and other federal, state and local agencies to implement the goals and establish the necessary freeway capacity.

1.9.15 "I-215 Policy Area" is defined in Section 1.8 and shall mean the area in Southwest Riverside County described in and shown on Exhibit A.

1.9.16 "Litigation" shall mean the Petition for Writ of Mandate filed by the City on November 5, 2003 in Riverside Superior Court, entitled "*City of Temecula v. County of Riverside; Board of Supervisors of the County of Riverside,*" Riverside County Superior Court Case No. RIC 402766, challenging the legality and validity of the General Plan and the FEIR.

1.9.17 "Major Arterial Roads" is defined in Section 2.3.1 and Section 3.3.1 and shall mean those roadway projects identified in Exhibit B.

1.9.18 "Priority Phasing Program" shall mean the program described in Exhibit C.

1.9.19 "Western Riverside County Area" shall mean the area described in and shown on Exhibit D.

ARTICLE 2

MEASURES TO MITIGATE THE IMPACT OF NEW HOUSING DEVELOPMENT ON COUNTY ARTERIAL ROADS AND HIGHWAYS

2.1 The County shall use its best efforts to amend the General Plan so that it contains: (1) a policy indicating that the Major Arterial Roads within the I-215 Policy Area shall be constructed and completed concurrently with the construction of the dwelling units creating the demand for the Major Arterial Roads; and (2) a requirement that all land use applications approved by the County within the I-215 Policy Area ("County Land Use Applications") shall contain a condition, in addition to all other appropriate conditions, that building permits shall not

be issued until (a) the subject property is part of an appropriately formed and fully funded financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project or (b) the subject property is part of an appropriately formed financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project and the property owner pays its full proportionate share of the required improvements to the County in trust for the construction of the Major Arterial Roads which will mitigate the traffic impacts of the project or (c) the County otherwise funds or constructs the required improvements using money from other sources. The General Plan Amendments described in this section shall be known as the "County General Plan Amendment."

2.2 All County Land Use Applications approved by the County after the effective date of this Agreement shall contain a condition of approval requiring that building permits shall not be issued until (a) the subject property is part of an appropriately formed and fully funded financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project or (b) the subject property is part of an appropriately formed financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project and the property owner pays his/her/its full proportionate share of the required improvements to the County in trust for the construction of the Major Arterial Roads which will mitigate the traffic impacts of the project or (c) the County otherwise funds or constructs the required improvements using money from other sources.

2.3 The County, to the extent allowed by law, shall facilitate and promote the proceedings necessary to complete processing of the County General Plan Amendment as set forth in Section 2.1 and the County shall diligently process the County General Plan Amendment, including necessary environmental actions without unnecessary delay.

2.3.1 As used in this Agreement, "Major Arterial Roads" shall mean those roadway projects identified in Exhibit B.

2.3.2 As used in Sections 2.1, "best efforts" shall mean that the County shall initiate proceedings to amend the County General Plan as described in Section 2.1 and shall diligently process the proposed Amendment to completion in accordance with all applicable laws, subject to the County's legislative discretion as more particularly described in Section 2.3.5.

2.3.3 As used in this Agreement, County Land Use Applications shall mean any applications on which the County Planning Commission has not taken final action as of the effective date of this Agreement, the approval of which, would authorize or conditionally authorize the construction of dwelling units within the I-215 Policy Area, including, but not limited to, applications for General Plan amendments, specific plans, specific plan amendments, zone changes, development agreements, subdivision maps and planned development permits.

2.3.4 As used in this Agreement, "appropriately formed and fully funded financing mechanism" shall mean a community facilities district, assessment district, or similar infrastructure financing mechanism, which has been formed and which is fully funded to provide

for the immediate construction of the Major Arterial Roads required to mitigate project-related traffic impacts.. As used in this Agreement, "appropriately formed financing mechanism" shall mean a community facilities district, assessment district, or similar infrastructure financing mechanism, which has been formed to provide for the construction of the Major Arterial Roads required to mitigate project-related traffic impacts..

2.3.5 The Parties understand and acknowledge that, in the context of processing the County General Plan Amendment and the County Land Use Applications, the County cannot guarantee the ultimate outcome of any public hearings before the County Planning Commission or the County Board of Supervisors or other public bodies of the County, nor prevent any opposition thereto by members of the public or other agencies affected by or interested in the County General Plan Amendment and the County Land Use Applications. The Parties further understand and acknowledge that land use regulations involve the exercise of the County's police power and, at the time of executing this Agreement, it is settled California law that government may not contract away its right to exercise its police power in the future. Avco Community Developers Inc. v. South Coast Regional Com., 17 Cal.3d 785, 800 (1976); City of Glendale v. Superior Court, 18 Cal.App.4th 1768 (1993). The parties further understand and acknowledge that the approval of the County General Plan Amendment and the County Land Use Applications may be subject to procedural or substantive obligations under the California Environmental Quality Act, the State Planning and Zoning Law, or other laws potentially applicable to such approvals. Nothing in this Agreement is intended to constrain the County's consideration of the County General Plan Amendment and the County Land Use Applications in light of the information obtained or developed pursuant to these laws and the County retains the discretion to approve, conditionally approve, or disapprove the County General Plan Amendment and the County Land Use Applications in light of such information. Subject to the foregoing, the County, to the extent allowed by law, shall facilitate and promote the proceedings necessary to complete processing of the County General Plan Amendment as set forth in this section, and the County shall diligently process the County General Plan Amendment, including all necessary environmental actions without unnecessary delay.

2.3.6 The County shall send to the City a public hearing notice for all County Land Use Applications that require a hearing before the County Planning Commission or the County Board of Supervisors.

2.3.7 The County shall use its best efforts to complete the Major Arterial Roads pursuant to the Priority Phasing Program, attached hereto as Exhibit C. As used in this section, "best efforts" shall mean that County shall, at the time an appropriately formed financing mechanism is in place and sufficient funds are available, diligently undertake, without unnecessary delay, all the actions required to enable construction of the Major Arterial Roads, including, but not limited to, preparing and processing the required environmental documentation, design documentation and plans and specifications. As used in this, section "best efforts" shall further mean that the County shall, at the time an appropriately formed and fully funded financing mechanism is in place, diligently initiate and complete construction of the Major Arterial Roads.

ARTICLE 3

MEASURES TO MITIGATE THE IMPACT OF NEW HOUSING DEVELOPMENT ON CITY ARTERIAL ROADS AND HIGHWAYS

3.1 The City shall use its best efforts to amend the City's General Plan so that it contains: (1) a policy indicating that the Major Arterial Roads within the City shall be constructed and completed concurrently with the construction of the dwelling units creating the demand for the Major Arterial Roads; and (2) a requirement that land use applications approved by the City within the City ("City Land Use Applications") shall contain a condition, in addition to all other appropriate conditions, that building permits shall not be issued until (a) the subject property is part of an appropriately formed and fully funded financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project or (b) the subject property is part of an appropriately formed financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project and the property owner pays its full proportionate share of the required improvements to the City in trust for the construction of the Major Arterial Roads which will mitigate the traffic impacts of the project or (c) the City otherwise funds or constructs the required improvements using money from other sources. The City General Plan Amendments described in this section shall be known as the "City General Plan Amendment."

3.2 All City Land Use Applications approved by the City after the effective date of this Agreement shall contain a condition of approval which requires that building permits shall not be issued until (a) the subject property is part of an appropriately formed and fully funded financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project or (b) the subject property is part of an appropriately formed financing mechanism to build the components of the Major Arterial Roads which will mitigate the traffic impacts of the project and the property owner pays his/her/its full proportionate share of the required improvements to the City in trust for the construction of the Major Arterial Roads which will mitigate the traffic impacts of the project or (c) the City otherwise funds or constructs the required improvements using money from other sources.

3.3 The City, to the extent allowed by law, shall facilitate and promote the proceedings necessary to complete processing of the City General Plan Amendment as set forth in Section 3.1, and the City shall diligently process the City General Plan Amendment, including necessary environmental actions without unnecessary delay.

3.3.1 As used in this Agreement, "Major Arterial Roads" shall mean those roadway projects identified in Exhibit B.

3.3.2 As used in Sections 3.1, "best efforts" shall mean that the City shall initiate proceedings to amend the City General Plan as described in Section 3.1 and shall diligently process the proposed Amendment to completion in accordance with all applicable laws, subject to the City's legislative discretion as more particularly described in Section 3.3.5.

3.3.3 As used in this Agreement, City Land Use Applications shall mean any applications on which the City Planning Commission has not taken final action as of the effective date of this Agreement, the approval of which, would authorize or conditionally authorize the construction of dwelling units within the City, including, but not limited to, applications for General Plan amendments, specific plans, specific plan amendments, zone changes, development agreements, subdivision maps and planned development permits.

3.3.4 As used in this Agreement, "appropriately formed and fully funded financing mechanism" shall mean a community facilities district, assessment district, or similar infrastructure financing mechanism, which has been formed and which is fully funded to provide for the immediate construction of the Major Arterial Roads required to mitigate project-related traffic impacts. As used in this Agreement, "appropriately formed financing mechanism" shall mean a community facilities district, assessment district, or similar infrastructure financing mechanism, which has been formed to provide for the construction of the Major Arterial Roads required to mitigate project-related traffic impacts..

3.3.5 The Parties understand and acknowledge that, in the context of processing the City General Plan Amendment and the City Land Use Applications, the City cannot guarantee the ultimate outcome of any public hearings before the City Planning Commission or the City Council or other public bodies of the City, nor prevent any opposition thereto by members of the public or other public agencies affected by or interested in the City General Plan Amendment and the City Land Use Applications. The Parties further understand and acknowledge that land use regulations involve the exercise of the City's police power and, at the time of executing this Agreement, it is settled California law that government may not contract away its right to exercise its police power in the future. Avco Community Developers Inc. v. South Coast Regional Com., 17 Cal.3d 785, 800 (1976); City of Glendale v. Superior Court, 18 Cal.App.4th 1768 (1993). The parties further understand and acknowledge that the approval of the City General Plan Amendment and the City Land Use Applications may be subject to procedural or substantive obligations under the California Environmental Quality Act, the State Planning and Zoning Law, or other laws potentially applicable to such approvals. Nothing in this Agreement is intended to constrain the City's consideration of the City General Plan Amendment and the City Land Use Applications in light of the information obtained or developed pursuant to these laws and the City retains the discretion to approve, conditionally approve, or disapprove the City General Plan Amendment and the City Land Use Applications in light of such information. Subject to the foregoing, the City, to the extent allowed by law, shall facilitate and promote the proceedings necessary to complete processing of the City General Plan Amendment as set forth in this section, and the City shall diligently process the City General Plan Amendment, including all necessary environmental actions without unnecessary delay.

3.3.6 The City shall send to the County a public hearing notice for all City Land Use Applications that require a hearing before the City Planning Commission or the City Council.

ARTICLE 4

MEASURES TO MITIGATE THE IMPACT OF NEW HOUSING DEVELOPMENT ON WESTERN RIVERSIDE COUNTY AREA FREEWAYS

4.1 The City and the County shall jointly request that the Riverside County Transportation Commission ("RCTC") prepare a Freeway Strategic Study for the Western Riverside County Area which shall examine the freeway capacity, set specific goals for the development of the freeway capacity necessary to accommodate the trips generated by new housing development and establish the framework for the joint efforts of the City, County and other federal, state and local agencies to implement the goals and establish the necessary freeway capacity. The Joint Request for the Freeway Strategic Study shall ask that the Freeway Strategic Study be completed within four (4) months of the date of submittal of the Joint Request. The Joint Request shall be submitted to RCTC within thirty (30) days of the effective date of this Agreement. The parties authorize the Mayor of the City and the Chairperson of the Board of Supervisors to execute the Joint Request on behalf of their respective agencies.

4.2 The Freeway Strategic Study shall specifically study and analyze the following issues: (1) the current capacities of the freeways within Western Riverside County Area ("Freeways"); (2) the projected traffic growth projections for the Freeways as of January 1 in the years 2010, 2015, 2020, 2025 and 2030, based upon assumptions concerning the build-out of new housing as described in Exhibit E; (3) the percentage of traffic growth for the Freeways in those years attributable to new housing development in the Western Riverside County Area; (4) the currently proposed improvements for the Freeways; (5) the current funding options for the currently proposed improvements for the Freeways; and (6) the potential funding sources for improvements necessary to meet the projected traffic growth for the Freeways at build-out of the Western Riverside County Area.

4.3 The City and the County shall share equally in the costs incurred by RCTC in preparing the Freeway Strategic Study.

4.3.1 The County shall invoice the City for the City's share of the RCTC costs and the City shall pay such invoice within thirty (30) days of the date the invoice is deemed given under Section 6.7 of this Agreement.

4.3.2 During the course of RCTC's work on the Freeway Strategic Study, the City, the County and RCTC staff shall meet monthly to discuss the progress of the work and to review any additional work which may need to be undertaken by the consultant.

4.4 Following completion of the Freeway Strategic Study, the City and County shall meet and negotiate in good faith to develop a Freeway Action Plan for funding the freeway improvements necessary to meet the expected demand as determined by the Freeway Strategic Study. As part of the development of the Freeway Action Plan, the City and the County shall also form a Freeway Task Force composed of private and public stakeholders to build consensus

and secure participation of other Western Riverside County Area Cities in the Freeway Action Plan. The Freeway Task Force shall specifically include, but shall not be limited to, a representative from each of the following: the City and the County, RCTC, the Western Riverside Council of Governments ("WRCOG"), the development community and the environmental community.

4.5 In the event a third party files litigation concerning the Freeway Strategic Study or the Freeway Action Plan, or any portion thereof, the City and the County shall share equally in the costs of defending the litigation, provided the City's share shall not exceed the maximum sum of one hundred fifty thousand dollars (\$150,000.00).

4.6 Ad hoc subcommittees of the City Council and the County Board of Supervisors, along with their staffs, shall meet monthly to review the progress of the proposed General Plan Amendment (Section 2.1), the conditions of approval for the County and City Land Use Applications (Section 2.2 and Section 3.2) and the Freeway Strategic Study (Section 4.1).

ARTICLE 5

SETTLEMENT OF LITIGATION

5.1 The City shall dismiss without prejudice the Litigation within twenty- five (25) days of the effective date of this Agreement, subject to the City's right to refile the Litigation as provided in this Agreement.

5.2 The City shall have the right to refile the Litigation, subject to the provisions of Sections 5.2.1 through 5.2.6, inclusive, in the event that: (1) the County does not, within three (3) months of the effective date of this Agreement, complete the staff work required for the County General Plan Amendment, including necessary environmental documentation, and set a public hearing date before the Planning Commission; (2) the County does not, for any reason, adopt the County General Plan Amendment within nine (9) months of the effective date of this Agreement; or (3) the County does not adopt the jointly developed Freeway Action Plan described in Section 4.4 within one (1) year after completion of the Freeway Strategic Study described in Section 4.2.

5.2.1 The City's right to refile the Litigation shall expire one (1) year and thirty (30) days after completion of the Freeway Strategic Study. As used in this Agreement, "completion of the Freeway Strategic Study" shall mean the date RCTC transmits the final version of the Freeway Strategic Study to the City Council and the County Board of Supervisors.

5.2.2 In the event the City exercises its right to refile the Litigation, the refiled lawsuit shall not challenge the General Plan except with respect to the analysis of traffic impacts, including mitigation measures associated with such impacts, within the Third Supervisorial District of the County, as that District was configured on the effective date of this Agreement.

5.2.3 The prayer clause in the refiled Litigation shall request relief only with respect to the General Plan as it applies and relates to traffic impacts within the Third

Supervisory District. The prayer clause shall specifically state that the City does not request that the Court set aside the General Plan in its entirety. All pleadings, briefs, arguments and proposed orders filed by the City addressing the scope of relief, including proceedings pursuant to Public Resources Code Section 21168.9, shall be consistent with this provision.

5.2.4 The County specifically agrees that the City shall have the right to refile the Litigation pursuant to the terms of this Agreement notwithstanding the applicable statute of limitations governing legal challenges to the General Plan and agrees to toll the statute of limitations for a legal challenge to the General Plan so as to enable the City to exercise its rights under this Agreement. Pursuant to this Agreement, the County does not toll or waive the defense of the statute of limitations as to any persons, agencies or entities other than the City.

5.2.5 The County further agrees, on behalf of itself and any successors or assigns, that in the event the Litigation is refiled the County will not raise any applicable statute of limitations as a defense to the refiled Litigation and will allow the City to proceed with prosecution of the refiled Litigation subject to the restrictions set forth in this Agreement.

5.2.6 Subject to the restrictions set forth in Section 5.2.2 and Section 5.2.3, nothing herein is intended to, nor shall it be construed to, prohibit the City from challenging a project approved by the County on the grounds that the project fails to comply with the California Environment Quality Act, or other laws.

5.3 If the County adopts the jointly developed Freeway Action Plan, then, and only then, shall Sections 5.3.1 through 5.3.6 become operative. As used in this Agreement, "adopts the jointly developed Freeway Action Plan" shall mean the County adopts a resolution approving the Freeway Action Plan. The County is not required to adopt or otherwise implement the specific measures described in the Freeway Action Plan in order to obtain the benefits conferred by Sections 5.3.1 through 5.3.6.

5.3.1 Within twenty (20) days after the County adopts the jointly developed Freeway Action Plan, the City shall file with the Court a request for dismissal, with prejudice, of the Litigation.

5.3.2 Each party shall bear its own attorney fees and expenses in the Litigation.

5.3.3 In consideration of the promises of the parties specified in this Agreement and the satisfaction of the conditions for settlement, the parties shall fully and forever release, acquit, and discharge each other, their officers, elected officials, attorneys, sureties, agents, servants, representatives, employees, subsidiaries, affiliates, partners, predecessors, successors-in-interest, assigns, and all persons acting by, through, under or in concert with them of and from any and all past, present, or future claims, demands, obligations, actions, causes of action, including those for damages, injunctive or declaratory relief, or for relief by way of writ of mandate, for costs, losses of service, expenses, liability, suits, and compensation of any nature whatsoever, whether based on tort, contract, or other theory of recovery, known or unknown, that they now have, have had, asserted or could have asserted in the Litigation or otherwise relate to the alleged actions or inactions of the County with respect to the Litigation. Nothing contained

herein shall relieve any party hereto of its continuing obligations imposed by law or by the provisions of this Agreement, including, without limitation, the Judgment in the case of *Endangered Habitats League v. County of Riverside (Domenigoni-Barton Properties)*, Riverside County Superior Court Case No. RIC 369801, consolidated with *City of Temecula v. County of Riverside (Domenigoni-Barton Properties)* Riverside County Superior Court Case No. RIC 369989.

5.3.4 The parties hereto acknowledge that they are familiar with Section 1542 of the California Civil Code which provides:

“A general release does not extend to claims which a creditor does not know or suspect to exist in his favor at the time of executing the release, which if known by him must have materially affected his settlement with the debtor.”

The parties being aware of the aforesaid code section, each hereby expressly waives any rights they might have hereunder. This release shall not operate to release any claims the parties may later have for the enforcement of the obligations created by this Agreement.

5.3.5 The City warrants and represents to the County that it has not assigned, conveyed or otherwise transferred any of its rights to the claims described in or arising out of the Litigation to any other person, entity, firm or corporation not a party to this Agreement, in any manner, including by way of subrogation or operation of law or otherwise. In the event that any claim, demand or suit is made or instituted against the County because City made an actual assignment or transfer, City agrees to indemnify and hold the County harmless against such claim, and to pay and satisfy any such claim, including necessary expenses of investigation, reasonable attorneys' fees and costs.

5.3.6 The County warrants and represents to the City that the execution and delivery of this Agreement by County will not (i) violate any judgment, order, injunction, decree, regulation or ruling of any court or governmental entity or (ii) conflict with, result in a breach of, or constitute a default under any material agreement or instrument to which the County is a party or by which the County may be bound.

ARTICLE 6

MISCELLANEOUS

6.1 This Agreement contains the complete expression of the whole agreement between the parties hereto, and there are no promises, representations, agreements, warranties or inducements, either expressed verbally or implied, except as are fully set forth herein. This Agreement cannot be enlarged, modified, or changed in any respect except by written agreement between the parties.

6.2 Each and all of the covenants, conditions and restrictions in this Agreement shall

inure to the benefit of and shall be binding upon the parties, their successors-in-interest, agents, representatives, assignees, transferees.

6.3 No person or entity shall be deemed to be a third party beneficiary hereof, and nothing in this Agreement (either expressed or implied) is intended nor shall it be construed to confer upon any person or entity, other than the City and the County, any rights, remedies, obligations or liabilities under or by reason of this Agreement.

6.4 In entering into this Agreement, the parties represent that they have relied upon the legal advice of their attorneys, who are the attorneys of their own choice, and that these terms are fully undertaken and voluntarily accepted by them. The parties further represent that they have no question with regard to the legal import of any term, word, phrase, or portion of this Agreement, or the Agreement in its entirety, and accept the terms of this Agreement as written.

6.5 The parties hereto represent and warrant to each other that they have full authority to execute this Agreement.

6.6 The headings employed to identify the provisions contained herein are solely for the convenience of the parties to this Agreement. If any ambiguity appears in either the headings or the provisions attendant thereto, such ambiguity shall not be construed against any party to this Agreement on the grounds that such party drafted this Agreement.

6.7 Except as otherwise expressly provided by law, any and all notices or other communications required or permitted by this Agreement or by law to be served on or given to either party to this Agreement by the other party shall be in writing and shall be deemed duly served and given when personally delivered to the party to whom it is directed or to any officer of that party, or, in lieu of personal service, on the third business day following deposit in the United States mail, certified, postage prepaid, addressed to:

County of Riverside
County Administrative Center
4080 Lemon Street
Riverside, California 92501
Attention: Transportation Land Management Agency Director

City of Temecula
Post Office Box 9033
43200 Business Park Drive
Temecula, California 92589-9033
Attention: City Manager

6.8 If any litigation is commenced between the parties to this Agreement concerning the rights and duties of either in relation to this Agreement, the prevailing party shall be entitled to, in addition to any other relief that may be granted in the litigation, reasonable attorneys fees as determined by the court presiding over the dispute.

6.9 The following Exhibits to this Agreement are incorporated herein as though set forth in full:

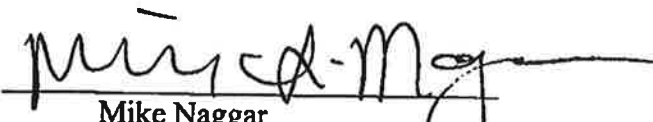
Exhibit A	I-215 Policy Area
Exhibit B	Major Arterial Roads
Exhibit C	Priority Phasing Program
Exhibit D	Western Riverside County Area
Exhibit E	Assumptions of Build-Out of I-215 Policy Area

6.10 This Agreement may be executed in counterparts, each of which shall be deemed to be an original and all of which together shall constitute one and the same instrument.

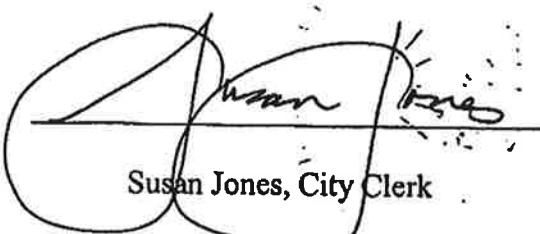
6.11 The effective date of this Agreement is the date the parties sign the Agreement. If the parties sign the Agreement on more than one date, then the last date the Agreement is signed by a party shall be the effective date.


IN WITNESS WHEREOF, the undersigned have executed this Agreement in the State of California.

CITY OF TEMECULA

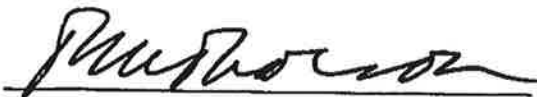

Mike Naggar
Mayor Pro Tempore

Attest:

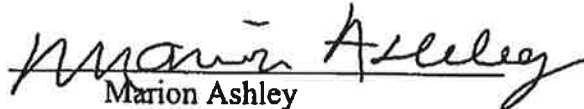

Susan Jones, City Clerk





Approved as to Form


Peter M. Thorson
City Attorney

COUNTY OF RIVERSIDE


Marion Ashley
Chairman, Board of Supervisors

Attest:
Nancy Romero, Clerk to Board of Supervisors


By: 
Deputy Clerk

Approved as to Form
William C. Katzenstein, County Counsel

By: 
Katherine Lind
Deputy County Counsel

EXHIBIT "B"

MAJOR ARTERIAL ROADS

Newport Road, including Interchange at I-215 and roadway improvements from Goetz Road to Winchester Road (SR 79S).

Scott Road, including Interchange at I-215 and roadway improvements from I-15 to Winchester Road (SR 79N).

Clinton Keith Road, including Interchange at I-15 and roadway improvements from I-15 to Winchester Road (SR 79N).

Winchester Road Phase I, from Murrieta Hot Springs Road to Domenigoni Parkway to 4 lanes.

Winchester Road Phase II, 4 to 6 lanes.

Winchester Road Phase III, 6 to 8 lanes.

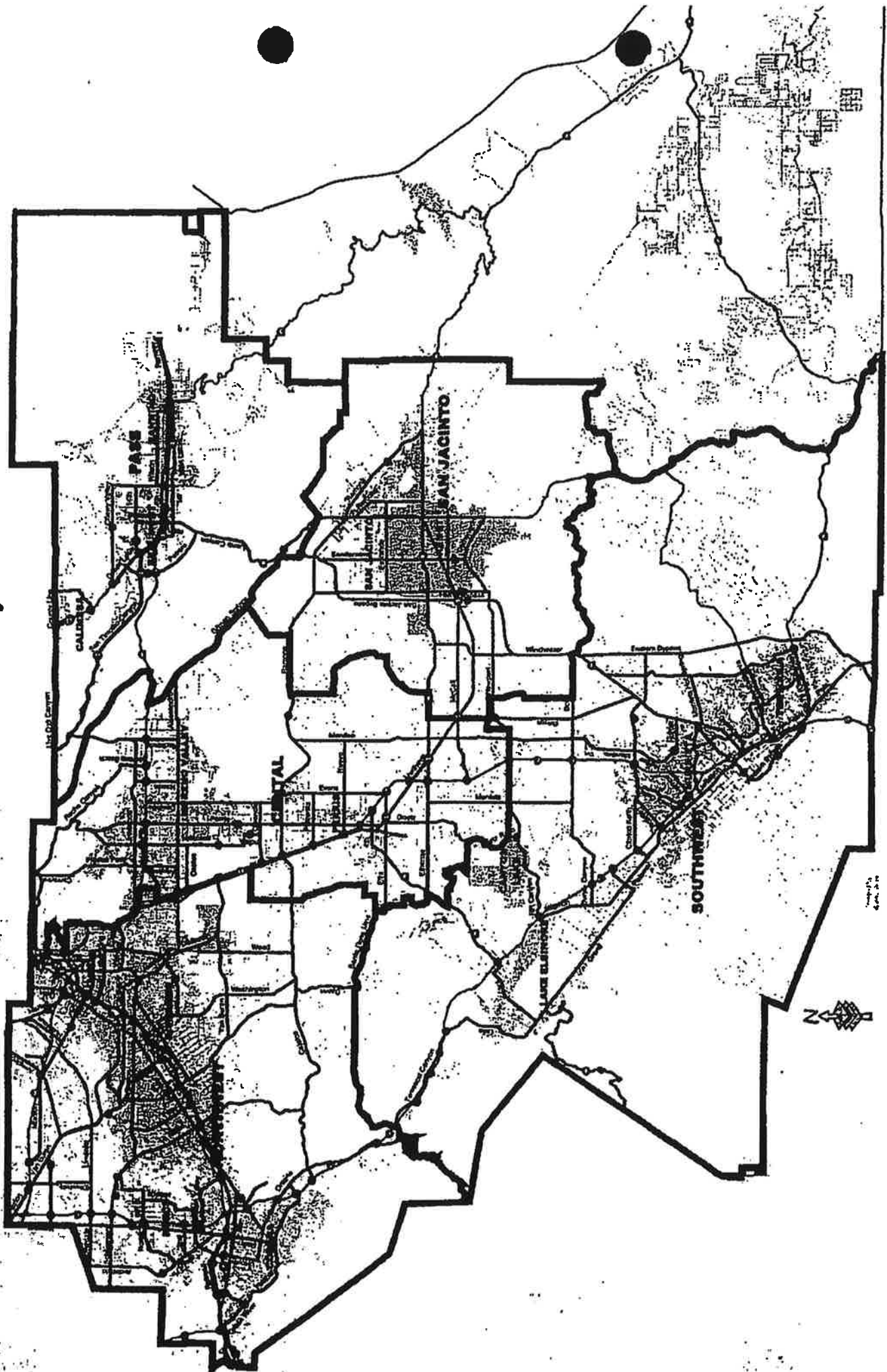
Exhibit "C"

Southwest Riverside County Transportation Strategic Plan

Priority	Anticipated Permits 2,000 du's/yr	Estimated Year of Completion	Transportation Improvement	Cost of Improvement (\$Millions)		Funding Sources
				Highway	Interchange Total	
1		2009	Newport Road, including Interchange at I-215 and roadway improvements from I-215 to Winchester Road (SR 79S). Scott Road, including Interchange at I-215 and roadway improvements from I-15 to Winchester Road (SR 79N). Clinton Keith Road, including Interchange at I-15 and roadway improvements from I-15 to Winchester Road (SR 79N). Winchester Road Phase I, from Murrieta Hot Springs Road to Domenigoni Parkway to 4 lanes.	19.8	14.5	CFD Formed
				27.9	14.0	Proposed CFD
				32.6	13.0	Proposed CFD
2		2012	French Valley Interchange at I-15, including 6 lanes from I-15 to Winchester Road (SR 79N).	38.6	100.0	Proposed CFD Measure A, TUMF
3		2015	Eastern By-Pass, construct 4 lanes to a new interchange on the I-15 south of SR 79S.	111.2	29.0	TUMF, Measure A, CFD Proposed
4		2012	Freeway Widening Phase IA, I-215, 4 to 6 lanes, CETAP Corridor		250	Measure A, State, FED
5		2016	Winchester Road Phase II, 4 to 6 lanes.	70		Measure A, TUMF
6		2025	Winchester Road Phase III, 6 to 8 lanes.	100		Measure A, TUMF
7		2020	Freeway Widening Phase IB, I-15, 8 to 10 lanes	200		Measure A, State, FED
8		2025	Freeway Widening Phase II, I-215 from 6 to 8 lanes, I-15, from 10 to 12 lanes	400		Measure A, State, FED
9		2030	Freeway Widening Phase III, I-215 from 8 to 10 lanes, I-15, from 12 to 14 lanes	TBD		

Note: The Freeway Widening Projects will be refined with the completion of the Freeway Strategic Study and Implementation Plan

Exhibit "D" Western Riverside County Area



0 1 2 4 6
Miles
Copyright © 1994
Southern California Edison

Exhibit "E"
Assumptions of Build-out of I-215 Policy Area

Dwelling Units	Study Area Outside CFDs	CFDs	Total (County Study Area)
Areas in Acres	78,314 (72% of Area)	31,003 (28% of Area)	109,317
Build-Out	72,066 (64% of Units)	39,934 (36% of Units)	112,000
Built Units (Includes un-Built Recorded and Large Lots for CFDs)	19,929 (71% of Built Units)	8,185 (29% of Built Units)	28,114
Units Remaining to be Built	52,137 (62% of Remaining Units)	31,749 (38% of Remaining Units)	83,886

County unincorporated area

**AMENDMENT NO. 1
TO THE
COOPERATIVE AGREEMENT BETWEEN THE CITY OF
TEMECULA AND THE COUNTY OF RIVERSIDE TO
MITIGATE TRAFFIC IMPACTS IN WESTERN
RIVERSIDE COUNTY**

This Amendment is made and entered into as of November 14, 2007^b by and between the City of Temecula, a municipal corporation ("City"), and the County of Riverside ("County"), a public subdivision of the State of California ("County").

ARTICLE 1

RECITALS

This Agreement is made for the following purposes and with respect to the following facts, which the City and County agree to be true and correct:

On April 12, 2005, the City and the County of Riverside entered an agreement entitled: "COOPERATIVE AGREEMENT BETWEEN THE CITY OF TEMECULA AND THE COUNTY OF RIVERSIDE TO MITIGATE TRAFFIC IMPACTS IN WESTERN RIVERSIDE COUNTY" ("COOPERATIVE AGREEMENT").

The COOPERATIVE AGREEMENT calls, among other things, for the City and the County to implement certain measures to mitigate the impact of new housing development on City and County arterial roads and highways within the boundaries of the I-215 Policy Area. ("The Measures").

The Measures call for the County to condition all County Land Use Applications authorizing the construction of residential dwelling units to be part of an appropriately funded financing mechanism (such as a Community Facilities District - CFD) that will build the major arterial road components identified in the COOPERATIVE AGREEMENT.

The County has been imposing conditions of approval that implement the requirements of the COOPERATIVE AGREEMENT.

Now that the City and the County have been implementing the terms of the COOPERATIVE AGREEMENT for over a year, they have identified modifications to the COOPERATIVE AGREEMENT that will facilitate implementation and enhance the timely delivery of transportation infrastructure.

In light of the above, the City and the County hereby wish to amend the COOPERATIVE AGREEMENT as follows:

ARTICLE 2

COOPERATIVE AGREEMENT AMENDMENTS

Section 1. Exhibit A to the COOPERATIVE AGREEMENT, referenced in Section 1.8 thereof, is amended as shown in "Revised Exhibit A", which is attached hereto and incorporated herein by this reference. Revised Exhibit A modifies the boundaries of the original I-215 Policy Area to include the following sub-areas:

- Newport Road/I-215 Interchange CFD – Sub-area A
- Scott Road/I-215 Interchange CFD – Sub-area B
- Clinton Keith Road Extension CFD – Sub-area C
- Washington Street Construction – Sub-area D
- Clinton Keith Road Extension Fee Payment – Sub-area E
- Newport Road Extension CFD – Sub-area F
- Newport Road Realignment CFD – Sub-area G

The County shall use these sub-areas as a guideline in determining how County Land Use Applications should be conditioned.

Section 2. Section 1.9.9 of the COOPERATIVE AGREEMENT is amended to read as follows:

"1.9.9 'County Land Use Applications' is defined in Section 2.3.3 and shall mean any applications on which the County Planning Commission has not taken final action as of the effective date of this Agreement, the approval of which would authorize, or conditionally authorize, the construction of dwelling units within the I-215 Policy Area, including, but not limited to, applications for General Plan amendments, specific plans, specific plan amendments, zone changes, development agreements, subdivision maps and planned development permits. County Land Use Applications shall not include any applications for parcel maps that would result in the creation of four or fewer parcels, provided that the parcels created could not be further subdivided without a General Plan amendment. County Land Use Applications shall also not include any applications for minor changes to approved tentative tract maps that would add only one residential unit to the maps."

Section 3. Section 2.3.3 of the COOPERATIVE AGREEMENT is amended to read as follows:

"2.3.3 As used in this Agreement, County Land Use Applications shall mean any applications on which the County Planning Commission has not taken final action as of the effective date of this Agreement, the approval of which would authorize, or conditionally authorize, the construction of dwelling units within the I-215 Policy Area, including, but not limited to, applications for General Plan amendments, specific plans, specific plan amendments, zone changes, development agreements, subdivision maps and planned development permits. County Land Use Applications shall not include any applications for parcel maps that would result in the creation of four or fewer parcels, provided that the parcels created could not be further subdivided without a General Plan amendment. County Land Use Applications shall also not include any applications for minor changes to approved tentative tract maps that would add only one residential unit to the maps."

Section 4. A new Section 1.9.19 is added to the COOPERATIVE AGREEMENT to read as follows:

“1.9.19 ‘Subdivision map extension application’ shall mean an application to extend the time available to record a final map.”

Section 5. A new Section 1.9.20 is added to the COOPERATIVE AGREEMENT to read as follows:

“1.9.20 ‘TUMF’ shall mean the Transportation Uniform Mitigation Fee adopted by the Western Riverside Council of Governments and its member jurisdictions (including the City and the County), as subsequently amended.”

Section 6. Existing Section 1.9.19 is renumbered Section 1.9.21.

Section 7. A new Section 2.2.1 is added to the COOPERATIVE AGREEMENT to read as follows:

“2.2.1 To facilitate the formation of financing mechanisms, the County has implemented Section 2.2 of the COOPERATIVE AGREEMENT such that subdivision maps are required to comply therewith prior to recordation of a final map. Notwithstanding the County’s implementation procedure, the City and County recognize that certain subdivision maps were tentatively approved prior to adoption of the COOPERATIVE AGREEMENT, but have not recorded for a variety of reasons. Recognizing that substantial time and money have been invested in these maps and that their recordation may be further delayed by the requirements of the COOPERATIVE AGREEMENT as implemented by the County, the County has developed the alternative procedure set forth in Section 2.2.2 that will allow these maps to record while still securing the funding necessary for the needed transportation improvements.”

Section 8. A new Section 2.2.2 is added to the COOPERATIVE AGREEMENT to read as follows:

“2.2.2 In considering a subdivision map extension application for any map tentatively approved prior to the effective date of the COOPERATIVE AGREEMENT (April 12, 2005), the County may, at the request of the subdivider, conditionally approve the application to require the subdivider to pay (a) the applicable TUMF at the earliest date allowed by the TUMF Ordinance and (b) an early recordation fee, which shall be 50% of the TUMF in effect at the time of recordation. The County shall earmark the early recordation fee for use only on the major arterial road that most benefits the subdivision, as determined by the County. This alternative procedure is purely voluntary and any subdivider choosing not to request it shall be subject to all other terms of the COOPERATIVE AGREEMENT as implemented by the County.”

Section 9. Section 5.2 of the COOPERATIVE AGREEMENT is amended to read as follows:

“5.2 The City shall have the right to refile the Litigation, subject to the provisions of Sections 5.2.1 through 5.2.6, inclusive, in the event that: (1) the County

does not, within four (4) months of the effective date of Amendment No. 1 to the COOPERATIVE AGREEMENT, complete the staff work required for the County General Plan Amendment, including necessary environmental documentation, and set a public hearing date before the Planning Commission; (2) the County does not, for any reason, adopt the County General Plan Amendment within eight (8) months of the effective date of Amendment No. 1 to the COOPERATIVE AGREEMENT; or (3) the County does not adopt the jointly developed Freeway Action Plan described in Section 4.4 within one (1) year after completion of the Freeway Strategic Study described in Section 4.2.”

ARTICLE 3

MISCELLANEOUS

The parties hereto represent and warrant to each other that they have full authority to execute this Agreement.

This Agreement may be executed in counterparts, each of which shall be deemed to be an original and all of which together shall constitute one and the same instrument.

The effective date of this Agreement is the date the parties sign the Agreement. If the parties sign the Agreement on more than one date, then the last date the Agreement is signed by a party shall be the effective date.

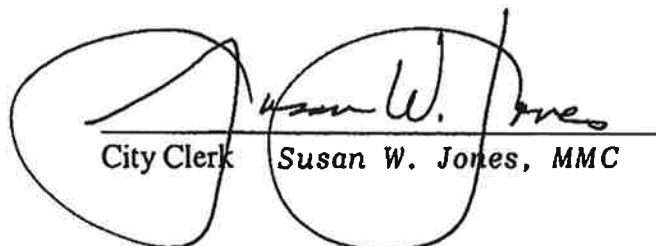
IN WITNESS WHEREOF, the undersigned have executed this Agreement in the State of California.

CITY OF TEMECULA



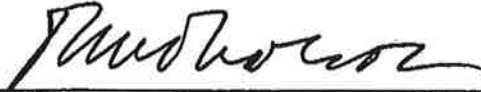
Mayor Ron Roberts

Attest:



City Clerk Susan W. Jones, MMC

Approved as to Form



City Attorney *Peter M. Thorson*

COUNTY OF RIVERSIDE




JOHN TAVAGLIONE
CHAIRMAN, BOARD OF SUPERVISORS

Attest:

Nancy Romero, Clerk of the Board of Supervisors

By: 
Deputy Clerk

Approved as to Form
Joe Rank, County Counsel

By: 
Katherine A. Lind
Principal Deputy County Counsel

SETTLEMENT AGREEMENT

This Settlement Agreement is entered into by and among NNP-Spencer's Crossing, LLC ("Developer"), the City of Temecula ("City"), and the County of Riverside ("County") effective as of January 14, 2003.

RECITALS

- A. On July 6, 2001, the City of Temecula filed a Petition for Writ of Mandate against the County of Riverside ("County"), as Case No. 360766 (the "Lawsuit"), contesting the County's certification of Final EIR No. 411 (the "EIR") and adoption of (1) Resolution No. 2001-135 approving *inter alia* General Plan Amendment No. 472, (2) Resolution No. 2001-111 approving Specific Plan No. 312 (French Valley), and (3) Ordinance No. 348.3996 approving Zone Change No. 6383 (collectively the "Approvals"). The Approvals authorize development of the real property depicted on Exhibit A hereto ("French Valley") with 1,793 residential dwelling units and 1.7 acres of commercial uses. Developer is the successor in interest to the original applicant for the Approvals (Tucalotta Hills Associates and French Valley Association) and is now fee owner of French Valley and a real party in interest in the Lawsuit.
- B. The City contends, *inter alia*, that the County violated CEQA and the Planning and Zoning Law in connection with the Approvals and that the significant adverse traffic impacts of the Approvals must be mitigated by the construction of roadway construction and improvements identified in the EIR. Developer and County dispute the City's claims, but Developer recognizes that certain roadway improvements are necessary to provide adequate circulation to the development of the 1,793 residential dwelling units allowed in French Valley by the Approvals.
- C. As directed by the California Environmental Quality Act, City and Landowner have met to discuss the issues raised in the Lawsuit, and explore potential for settlement of those issues.
- D. Through settlement discussions, the City expressed concerns that French Valley will develop without the completion of improvements to Clinton Keith Road connecting SR 79 to I-215 ("Clinton Keith Road"). Without the completion of Clinton Keith Road, traffic from unincorporated areas in the County north of the City will adversely burden SR 79 (Winchester Road) through the City to I-15. At the same time, Developer recognizes that Clinton Keith Road is needed to provide an adequate circulation system to serve the French Valley development.
- E. Clinton Keith Road is an important regional circulation system improvement with or without development of French Valley. Finding a way to cause Clinton Keith Road to be built expeditiously is a transcendent goal for the City and French Valley.
- F. Successfully designing, funding, constructing and opening Clinton Keith Road requires dedicated and determined participation by motivated property owners, and support by governmental entities, including the City, the County, and the City of Murrieta. Developer has

taken the lead in pursuing private landowner and political support for Clinton Keith Road, and is best situated to provide the continued private landowner leadership required to successfully complete Clinton Keith Road.

G. The cost of designing and constructing Clinton Keith Road is such that it cannot be privately funded and completed, even in substantial part, prior to any development proceeding. Revenues from development are a critical element of successfully funding Clinton Keith Road. However, City believes development should be linked in phase with discrete milestone events in the accomplishment of Clinton Keith Road, so that development is at least coincident with reasonable certainty of the completion of Clinton Keith Road on a reasonable timetable.

H. The more private and public funds invested in completing Clinton Keith Road, the more likely it is that Clinton Keith Road will be built.

I. As a result of the settlement discussions between City and Developer, and in light of the foregoing recitals, the parties have agreed upon a schedule of milestone events and corresponding residential unit phasing plan, which will avoid the necessity of bringing the Lawsuit to a hearing, and instead result in its dismissal. Accordingly, the parties now wish to resolve the dispute embodied in the Lawsuit without further litigation and without admission of the merits of the contentions of any party by any other party on the terms set forth below.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual promises and agreements contained herein, and for other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged, it is agreed as follows:

1. Unit Phasing with Circulation System Improvements. In consideration for City's dismissal of the Lawsuit with prejudice, Developer agrees that it will phase residential unit development in French Valley in accordance with the milestone schedule attached hereto as Exhibit B. As depicted on Exhibit B, as each milestone event or set of events is satisfied, building permits may be issued for one hundred (100) dwelling units. The parties understand that while the milestone events are identified on Exhibit B in the order it is anticipated they will occur, the order in which they are listed on Exhibit B is not material to this Agreement; provided, however, that building permits for (1) the first 100 units will not be issued until a park and ride facility is completed as described in milestone "A," and (2) not more than 500 units will be released prior to accomplishment of milestone "F": securing funding for Clinton Keith Road. "Clinton Keith Road" as used in this Agreement means a road with a minimum of four traffic lanes between the French Valley Project and I-215 and the improvements, or interim improvements, to the I-215 and Clinton Keith Interchange necessary to accommodate traffic from the French Valley Project. The park and ride described in milestone "A" shall be open and available to the public and maintained by Developer, its successors, or by an assignee of Developer approved by the City, which approval shall not be unreasonably withheld provided the assignee is capable of maintaining the facility. ✓

2. French Valley Development Agreement. In order to justify the up-front costs Developer will be incurring for Clinton Keith Road and other improvements and the risks inherent in the Exhibit B phasing program and milestone schedule, and to implement the Exhibit B phasing program and milestone schedule, Developer will apply to the County for approval of a Development Agreement for French Valley that will incorporate the Exhibit B phasing program and milestone schedule as a project requirement, and provide a process for verifying the accomplishment of each milestone event(s). City agrees to support Developer's application for such a development agreement so long as the development agreement contains the phasing plan described in Exhibit B to this Agreement, provides a reasonable method for monitoring development and determination of accomplishment of the milestones, and does not increase overall the density and intensity of development in French Valley allowed by the Approvals. The County shall use its best efforts to expeditiously process and consider approval of the development agreement. The portion of the development agreement conditioning the issuance of building permits on the accomplishment of the milestones described in Exhibit B of this Agreement shall be enforceable by the City against the County, Developer and then-current owners of the affected portions of French Valley. In the event the County declines to approve the Development Agreement application, or attaches conditions to the Development Agreement that are unacceptable to Developer, Developer agrees that it will nonetheless provide evidence reasonably satisfactory to City of the accomplishment of each milestone event or package of events prior to obtaining the corresponding allocation of building permits, and that any dispute concerning the accomplishment of one or more milestone events shall be subject to non-binding, expedited arbitration by a mutually acceptable member of JAMS.

3. Continued Support for Clinton Keith Road/French Valley Development. City agrees that so long as the overall intensity and density of development of French Valley is not greater than as allowed pursuant to the Approvals, and is phased in accordance with this Agreement, City shall not oppose future development of French Valley. City agrees to support County's expedited processing of Clinton Keith Road as an important regional circulation system improvement, and in so doing to use reasonable efforts to enlist the support of the City of Murrieta for improvements to Clinton Keith Road within its jurisdiction.

4. Dismissal, Release and Enforcement. Concurrently with the execution of this Agreement, City agrees to execute for filing and file a dismissal of the Lawsuit with prejudice. Upon execution of this agreement and dismissal of the lawsuit, City shall have the right to enforce the terms and provisions of this Agreement against French Valley as contractual obligations of the Developer. Developer agrees to advise any subsequent buyer of all or any portion of French Valley of the existence and obligations of this Agreement, which obligation will be satisfied upon execution and recordation of a Development Agreement as provided in Paragraph 2 above. In the event Developer applies for approval of a subdivision map for all or any portion of French Valley prior to County action on the Development Agreement, or thereafter if no Development Agreement is executed and recorded for French Valley, Developer shall immediately notify the City of the filing of the application for the subdivision map, and Developer and County agree that the subdivision map shall be conditioned to comply with the milestones and phasing established by Exhibit B to this Agreement, and shall recite that the condition shall be enforceable by the City as a contractual right flowing from the settlement of the Lawsuit. County will place a copy of this Agreement in the Specific Plan file for French Valley.

swj
[Signature]

5. General Provisions.

- a. If any dispute arises out of or concerning this Settlement Agreement and/or the Mutual Release, the prevailing party shall be entitled to recover, in addition to any damages and/or equitable relief, its reasonable attorneys fees in that dispute.
- b. This Agreement and the exhibits hereto contain the entire agreement and understanding between the parties concerning the subject matter of this settlement and supersede and replace all prior negotiations, proposed agreements and agreements, written or oral.
- c. This Agreement and the exhibits hereto may be amended or modified only by a written instrument signed by all parties or their successors in interest.
- d. This Agreement and the exhibits hereto shall be interpreted, enforced and governed by the laws of the State of California.
- e. This Agreement and the exhibits hereto shall be construed as if the parties jointly prepared them and any uncertainty or ambiguity shall not be interpreted against any one party.
- f. If any provision of this Agreement or the exhibits hereto shall be deemed unenforceable for any reason, the remaining provisions will be given full force and effect.
- g. This Agreement and the exhibits hereto may be executed in counterparts which when taken together constitute the entire agreement among the parties hereto.
- h. The person(s) signing this Agreement on behalf of any specified party represents that he or she has full authority to execute this Agreement on behalf of such party.
- i. This Agreement shall inure to the benefit of, and be binding upon, the heirs, successors in interest, and assignees of the respective parties. All heirs, successors and assignees shall be bound by the duties of the parties arising under this Agreement.
- j. In the event that Clinton Keith Road is significantly delayed, City and Developer agree to meet and confer in good faith on possible additional circulation system improvements that may be feasible, and provide similar congestion relief to City, as a potential substitute to the milestone events listed on Exhibit B.
- k. The waiver of any provision of this Agreement shall be invalid unless evidenced by a writing signed by the party to be charged therewith. The waiver of, or failure to enforce, any provision of this Agreement shall not be a waiver of any further breach of such provision or of any other provision hereof. The waiver by any party of the time for performing any act shall not be a waiver of the time for performing any other act or acts required under this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the day and year first above written.


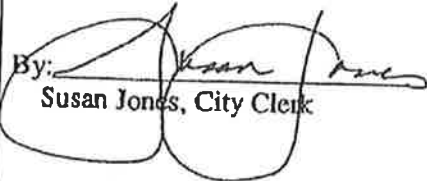



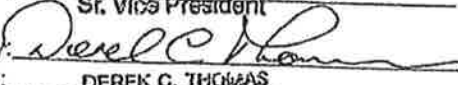
<p>"CITY" City of Temecula</p> <p>By: <u></u> Jeff Stone, Mayor</p> <p>ATTEST:</p> <p>By: <u></u> Susan Jones, City Clerk</p> <p>APPROVED AS TO FORM:</p> <p>By: <u></u> Peter Thorson, City Attorney</p>	<p>"COUNTY" County of Riverside</p> <p>By: _____</p> <p>ATTEST:</p> <p>By: _____</p> <p>APPROVED AS TO FORM:</p> <p>By: _____</p>
<p>"DEVELOPER" NNP-Spencer's Crossing, LLC  a Delaware limited liability company</p> <p>By: <u></u> Its: <u>LaDonna K. Monsees</u> Sr. Vice President</p> <p>By: <u></u> Its: <u>DEREK C. THOMAS</u> SR. VICE PRESIDENT</p>	



EXHIBIT A
DEPICTION OF FRENCH VALLEY

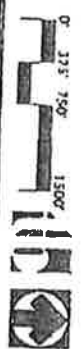
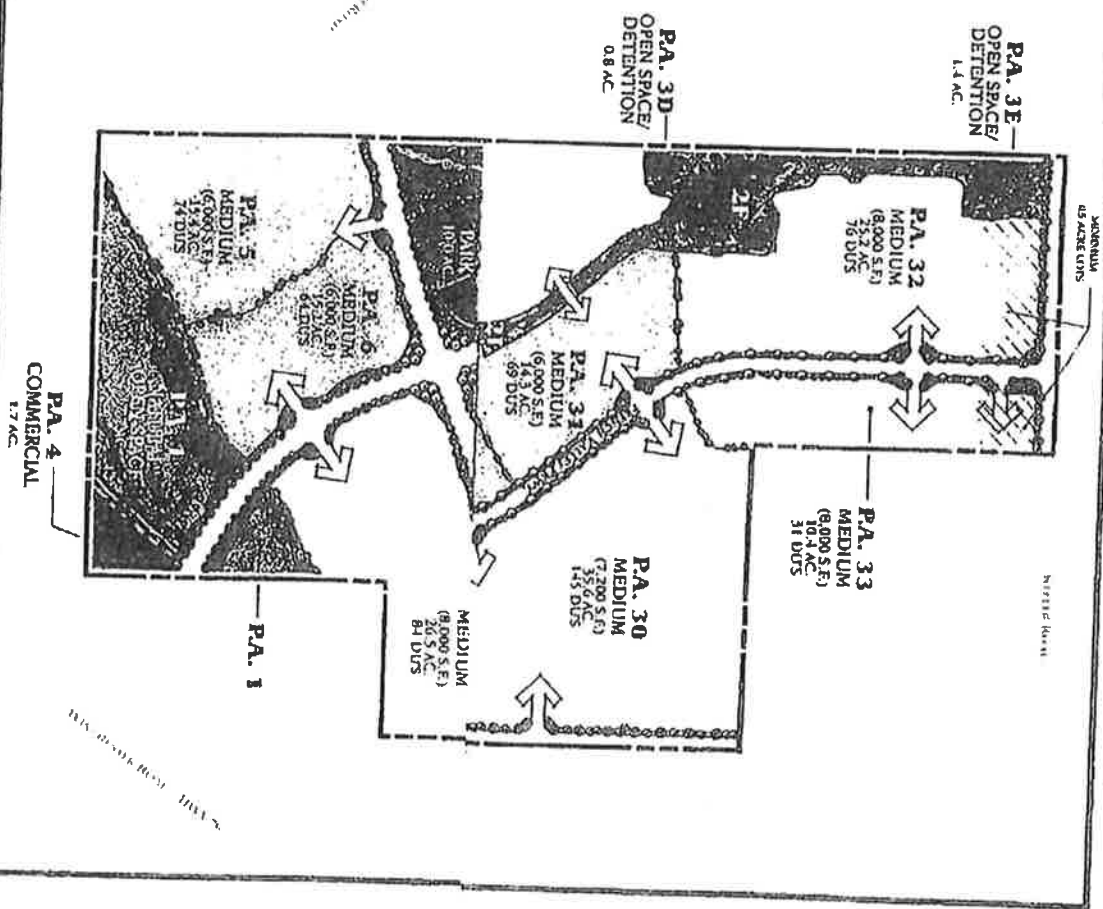
TUCALOTA HILLS ASSOCIATES LLC
 19800 MACARTHUR BLVD, SUITE 700
 IRVINE, CA 92612

French Valley

**FIGURE III.A-1
 SPECIFIC PLAN
 LAND USE PLAN**

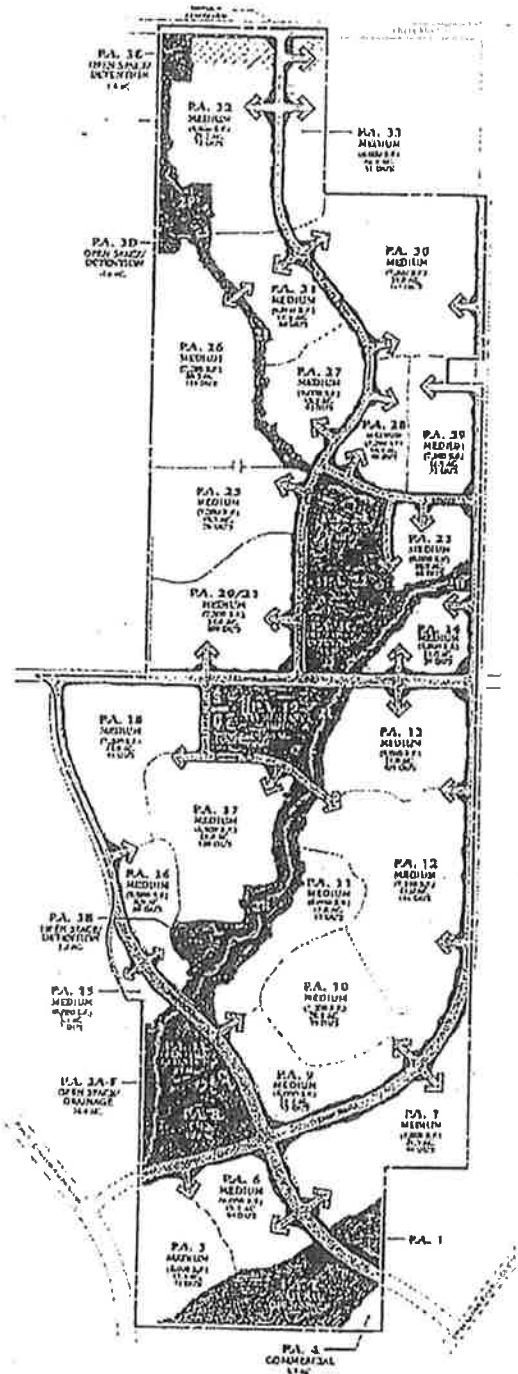
LAND USE SUMMARY

LAND USE	ACRES	DENSITY	DUS
Medium Residential - 6,000 s.f.	744	1.0	28
Medium Residential - 7,200 s.f.	2184	1.0	87
Medium Residential - 6,000 s.f.	1564	1.5	68
Residential Medium	443.4	1.0	1,793
Public	14.0	-	-
Open Space/Defention	11.2	-	-
Elementary School	20.0	-	-
Open Space/Expanded Pathways	64.1	-	-
Commercial	1.7	-	-
Major Road	11.3	-	-



LAND USE SUMMARY

LAND USE	ACRES	DENSITY	DU'S
Medium Residential - 8,000 s.f.	74.4	3.0	224
Medium Residential - 7,200 s.f.	218.4	4.0	871
Medium Residential - 6,000 s.f.	156.6	4.5	698
Residential Subtotal	449.4	4.0	1,793
Parks	16.0	-	-
Open Space/ Detention	13.3	-	-
Elementary Schools	20.0	-	-
Open Space/ Expanded Pathways	66.1	-	-
Commercial	1.7	-	-
Major Roads	11.3	-	-
Nonresidential Subtotal	158.4	-	-
Project Totals	607.8	3.3	1,793



LAND USE PLAN

French Valley

TUCALOTA HILLS ASSOCIATES LLC
 19800 MACARTHUR BLVD. SUITE 700
 IRVINE, CA 92612

FIGURE III.A-2



EXHIBIT B

CLINTON KEITH ROAD MILESTONE SCHEDULE

Building permits for 100 units will be released upon the accomplishment of each of the following milestone events for the completion of Clinton Keith Road ("CKR"). "Clinton Keith Road" as used in this Agreement means a road with a minimum of four traffic lanes between the French Valley Project and I-215 and the improvements, or interim improvements, to the I-215 and Clinton Keith Interchange necessary to accommodate traffic from the French Valley Project.

A. 100 units at:	<ul style="list-style-type: none"> • execution of an agreement for preliminary design and environmental clearances for CKR; and • approval by the Board of Supervisors of the expanded boundaries and the funding levels of the Southwest Area Road and Bridge Benefit District ("RBBD") for CKR
B. 100 units at:	<ul style="list-style-type: none"> • completion of a 250-space park-and-ride facility either on-site or off-site north of the Temecula City limits open and available for public use.
C. 100 units at:	<ul style="list-style-type: none"> • circulation to the public of the draft environmental document for CKR
D. 100 units at:	<ul style="list-style-type: none"> • execution of the "at Risk" final design contract for CKR
E. 100 units at:	<ul style="list-style-type: none"> • Certification of the final environmental document by lead agency pursuant to CEQA and, if applicable, NEPA for CKR; and • award of the CKR bridge structural design contract; and • identification of CKR right-of-way ("ROW") requirements (i.e., completion of 35% of CKR roadway design)
F. 100 units at:	<ul style="list-style-type: none"> • funds for the completion of CKR are available pursuant to the financing plan
G. 100 units at:	<ul style="list-style-type: none"> • finalization of ROW requirements and completion of ROW appraisals for CKR
H. 100 units at:	<ul style="list-style-type: none"> • 95% completion of the CKR roadway and bridge design • completion of ROW acquisition for CKR
I. 100 units at:	<ul style="list-style-type: none"> • completion of final roadway design, including final structural design of the CKR bridge; and • receipt of all environmental clearances; and • award of contracts for construction of CKR
J. Remaining units at:	CKR completed and open for public use

Swancott, Paul

From: Daniel Boyd <DBoyd@drhorton.com>
Sent: Friday, October 11, 2024 12:22 PM
To: Swancott, Paul; Jordan Clark; Jerrica Harding
Cc: Hildebrand, John; Brady, Russell; Brian Taylor; Marshalian, Richard; Alhadeff, Samuel; Jerrica Harding ; Joseph Abdelkerim; Jon J Myhre; Lance Retuya; Irm@markhamds.com (Irm@markhamds.com); ruwilliams@rivco.org; agtis@rivco.org
Subject: RE: Winchester Community Plan - Nexus Study

Paul:

Appreciate your assistance however it remains unclear if the stated Nexus between the new VMT fee and the identified transit facilities is only applicable to the modified boundaries of the Winchester Community Plan? And will payment of the new VMT fee serve as mitigation for those Project(s) that cannot satisfy their respective VMT impacts? (i.e. CEQA) If we are to rely upon this Nexus study that specifically includes funding for these facilities then it seems then the County has identified these facilities to mitigate the County's obligations under their VMT mandates?

Paul, this clarification is important prior to the 10/22/24 BOS Hearing. If the answer is "no" then the collection (i.e. Nexus) of this new VMT seems logically questionable if the new VMT fee does not mitigate a Project level VMT mitigation impact, and therefore developments would be compelled to the use of a full EIR wherein a "Statement of Overriding Consideration" is required.

Paul perhaps County Counsel (cc'd) can address the above. Your time and effort is appreciated.



DAN BOYD
Vice President - Entitlements

D.R. HORTON
980 Montecito Drive, Suite 300, Corona, CA 92879
o: 951.739.5444 m: 949.872.8369

Home for every stage in life. | D.R. Horton · Express · Emerald · Freedom

From: Swancott, Paul <PSwancott@Rivco.org>
Sent: Friday, October 11, 2024 9:11 AM
To: Jordan Clark <jordan@taylor-clark.com>
Cc: Hildebrand, John <JHildebr@RIVCO.ORG>; Brady, Russell <rbrady@RIVCO.ORG>; Brian Taylor <brian@taylor-clark.com>; Daniel Boyd <DBoyd@drhorton.com>; Marshalian, Richard <RMarshalian@Rivco.org>
Subject: Winchester Community Plan - Nexus Study

[External]

Hi Jordan,
See email below for information,
Paul



Paul Swancott

Contract Planner, Advance Planning
TLMA - Planning Department | County of Riverside
4080 Lemon St., 12th Floor, Riverside, CA 92501
Main: 951.955.2525 | Direct: 951.955.3103
Email: Pswancott@rivco.org

How are we doing? [Click the link to tell us](#)

From: TLMA-AdvancePlanning
Sent: Thursday, October 10, 2024 6:59 AM
To: Daniel Boyd <DBoyd@drhorton.com>
Cc: Marshalian, Richard <RMarshalian@RIVCO.ORG>
Subject: Winchester Community Plan - Nexus Study

Hi Dan,

The nexus study includes a discussion with supporting information for the proposed project, the purpose of the fee is to provide transportation related facilities for the benefit the southwestern Riverside County area. I have attached the nexus study (same as posted on the webpage) for your convenience.

"The purpose of the Winchester Community Plan Vehicle Miles Traveled (VMT) Fee Nexus Study (Nexus Study) prepared for the County of Riverside is to establish a fee on new residential development within the proposed Winchester Community Plan (WCP), located within the unincorporated community of Winchester in southwestern Riverside County, California, in order to fund a Metrolink Station and Park and Ride facility for the benefit of southwestern Riverside County."

Thanks



Paul Swancott

Contract Planner, Advance Planning
TLMA - Planning Department | County of Riverside
4080 Lemon St., 12th Floor, Riverside, CA 92501
Main: 951.955.2525 | Direct: 951.955.3103
Email: Pswancott@rivco.org

How are we doing? [Click the link to tell us](#)

Subject: RE: Winchester Community Plan - Nexus Study

Paul:

Is it the intent by removing the Hwy 79 Policy and including a new VMT fee is to mitigate a Project's VMT impact under CEQA? If not, then a Project is not only subject to a very substantial new fee, but forced into the use of an EIR if its determined a SOC is required if a Project cannot satisfy VMT?

Clarification appreciated. Hope your well...

Dan



DAN BOYD
Vice President - Entitlements

D.R. HORTON
980 Montecito Drive, Suite 300, Corona, CA 92879
o: 951.739.5444 m: 949.872.8369

Home for every stage in life. | D.R. Horton · Express · Emerald · Freedom

Good Morning:

This email is provided to inform you that minor edits were provided to the Draft Nexus Study in response to comments we heard at the September 18, 2024 Planning Commission meeting. The minor edits are minor text and informational details only. The Nexus Study (BOS Public Hearing Draft) is posted on the County's Webpage for this project (see links provided below).

Thank You

<https://planning.rctlma.org/winchester-communityplan>

<https://planning.rctlma.org/sites/g/files/aldnop416/files/2024-10/Attachment%20I%20Nexus%20Study%20Draft.pdf>



Paul Swancott
Contract Planner, Advance Planning
TLMA - Planning Department | County of Riverside
4080 Lemon St., 12th Floor, Riverside, CA 92501
Main: 951.955.2525 | Direct: 951.955.3103
Email: Pswancott@rivco.org
How are we doing? Click the link to tell us

Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure. If you are not the author's intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error please delete all copies, both electronic and printed, and contact the author immediately.

[County of Riverside California](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

**COUNTY OF RIVERSIDE
WINCHESTER COMMUNITY PLAN
ENVIRONMENTAL IMPACT REPORT
OCTOBER 2024**



TABLE OF CONTENTS

Section	
CEQA Findings of Fact and Statement of Overriding Considerations	1
County of Riverside	1
1 Introduction.....	1
2 Project Description.....	1
2.1 Background and Location.....	1
2.2 Project Overview.....	2
2.3 Project Objectives.....	6
2.4 Discretionary Approvals	7
3 Environmental Review Process.....	8
4 General CEQA Findings	2
4.1 Mitigation Monitoring and Reporting Program.....	2
4.2 State CEQA Guidelines Sections 15091 (Findings) and 15092 (Approval).....	2
4.3 Board of Supervisors Independent Judgment.....	3
4.4 Nature of Findings	3
4.5 Reliance on Record	3
4.6 Record of Proceedings	3
4.7 Custodian of Records.....	5
4.8 Recirculation Not Required	5
4.9 Certification of the Final Environmental Impact Report	6
5 Findings Required Under CEQA	6
6 Effects Determined Not to Be Significant.....	7
7 Less Than Significant Impacts.....	8
8 Findings Regarding Impacts That Are Mitigated below a Level of Significance.....	60
9 Findings Regarding Impacts That Cannot Be Mitigated Below a Level of Significance	91
10 Findings Regarding Alternatives.....	121
11 Growth-Inducing Impacts	145
12 Statement of Overriding Considerations.....	147



1 INTRODUCTION

The County of Riverside (County), as lead agency, prepared a draft environmental impact report (Draft EIR) for the proposed Winchester Community Plan (“Community Plan”, “WCP” or “project”). The document consists of the July 2022 Draft EIR (State Clearinghouse No. 2019049114). The Draft EIR for the development of the project provides an assessment of the reasonably foreseeable and potentially significant adverse environmental effects that may occur as a result of project implementation. These findings have been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and its implementing guidelines (State CEQA Guidelines) (California Code of Regulations [CCR] Title 14, Section 15000 et seq.). The County is the lead agency under CEQA, and the Riverside County Board of Supervisors (Board) is the decision-making authority for the project. The Board adopts these findings in that capacity.

2 PROJECT DESCRIPTION

2.1 BACKGROUND AND LOCATION

The Winchester Community Plan Project (project) is located within the southwestern portion of the County of Riverside. On a regional basis, the project area is accessible by the State Route 79 (SR-79), which bisects the project area in a north-south direction, and State Route 74 (SR-74), which bisects the project area in an east-west direction. The project area is surrounded by unincorporated County land and the city of Hemet to the north and east, unincorporated County land and the cities of Murrieta and Temecula to the south, and the cities of Murrieta and Menifee to the west. The project area is almost entirely within the General Plan’s Highway 79 Policy Area boundary.

Riverside County’s existing General Plan land use policies for most of the project area are articulated primarily through the Harvest Valley/Winchester Area Plan. The County’s existing General Plan land use policies for the southwestern portion of the community, specifically that area located between Briggs and Leon Roads, and between Newport and Scott Roads, are primarily articulated through the Sun City/Menifee Valley Area Plan. Both Area Plans were adopted in 2003, as part of the new countywide General Plan adopted at that time in conjunction with the Riverside County Integrated Project.

Several important planning studies and actions have taken place in recent years that have facilitated the proposed project. The Winchester Land Use Study (September 2012) identified preferred land use planning options for the community based on extensive public outreach and public input. On December 6, 2016, the Board of Supervisors adopted Riverside County’s 2013-2021 “5th Cycle” Housing Element, which established General Plan Land Use Designations for nine Mixed Use Area and on Highest Density Residential neighborhood areas. On September 28, 2021, the Board adopted the County’s 2021-2029 6th Cycle Housing Element Update, which also includes General Plan Land Use Designations for these neighborhood areas. These neighborhood areas provide the basis for the future development of a more intense, mixed-use, and vibrant and walkable core for Winchester. Finally on December 16, 2016, the California Department of Transportation (Caltrans) decided on Highway 79 Realignment Project Alternative “1br,” which would realign and widen Highway 79 to provide improved circulation and traffic capacity to accommodate growth in Winchester and surround communities.



2.2 PROJECT OVERVIEW

Overall, the proposed general plan amendment (GPA No. 1207) would amend the Riverside County General Plan by:

1. Expansion of the existing Winchester Policy Area from approximately 287 acres to approximately 23,143 acres of land within the General Plan's Harvest Valley/Winchester Area Plan.
2. Amending the boundaries of the General Plan's Harvest Valley/Winchester, Sun City/Menifee, and Southwest Area Plans so that the expanded Winchester Policy Area falls within the limits of the Harvest Valley/Winchester Area Plan only.
3. Revising land use designations within the expanded Winchester PA, including Foundation Component amendments. Approximately 225 parcels totaling 1,480 acres would require Foundation Component Amendments that include changes from the Rural and Rural Community components to the Community Development component. Consistency zoning revisions would occur in the future as a result of the revised land use designations proposed as part of the project, and are analyzed as part of this EIR¹.
4. Amending the Circulation Element of the General Plan to remove the current Highway 79 PA language and thereby remove the 9% reduction in density for residential projects. Revisions to remove the Highway 79 PA language would be carried throughout the General Plan document, where necessary, for internal consistency. This policy will be replaced with a fee on newly entitled dwelling units (not dwelling units already entitled), to fund mobility related improvements, such as but not limited to, a vehicle park-n-ride and transit station within the Winchester downtown core area. These revisions to remove the Highway 79 Policy Area language will be carried throughout the General Plan document, where necessary, for internal consistency. The Highway 79 Policy Area boundary includes approximately 50,061 acres. Additionally, revisions to several policies within the Area Plans to address the transition from level of service (LOS) to vehicle miles travelled (VMT) thresholds in environmental assessment such as this document.

The project also proposes the creation of new Design Guidelines for the Winchester Policy Area.

The project proposes planning policies and direction to guide change, promote quality development, and implement the community's vision for the area. The project includes amended General Plan Land Use and Circulation Elements, Design Guidelines, and administrative and implementation programs to encourage high-quality development within the community by addressing the following topics:

Land Use and Housing

- Community character and design
- Preservation of natural resources
- Open space and recreation

Mobility and Transportation

As an implementing action of the project, future zoning consistency changes will be undertaken by the County as a result of the modified land use designations proposed as part of the project. This effort would be limited

¹ Future consistency zoning has been analyzed in sufficient detail in this Program EIR. The project is considered a community plan per State CEQA Guidelines Section 15183.



to rezoning impacted parcels to create consistency between the General Plan Land Use Designation and Zoning. Future consistency zoning has been analyzed in sufficient detail in this Program EIR and the project is considered a community plan per State CEQA Guidelines Section 15183.

PROPOSED WINCHESTER POLICY AREA

Through the use of General Plan Policy Areas, Riverside County furthers its efforts to preserve distinctive land use patterns of different communities by tailoring language towards unique features found within a community. The project includes the expansion of the existing Winchester Policy Area found in the County General Plan's Harvest Valley/Winchester Area Plan (HVWAP) and will apply to approximately 23,143 acres. The expanded policy area is located within the Winchester community portion of the HVWAP which is bordered on the north by Homeland/Romoland, on the south by French Valley, on the southwest by the city of Murrieta, on the east by the city of Hemet, and on the west by the city of Menifee. The Winchester community along with portions of Romoland, Homeland, and Green Acres comprise the HVWAP.

The expanded policy area would cause shifts in acreages between the surrounding General Plan Area Plans as the entire expanded policy area will remain within the HVWAP.

AREA PLAN AMENDMENTS

There are 19 Area Plans within the County's General Plan. The Area Plans provide a clear and more focused opportunity to enhance community identity within the County. Area Plans are comprised of a land use map and other illustrative materials relevant to the area, as well as specific policy direction for each unique area.

The proposed project will include amendments to three of the County's Area Plans. Currently, the approximately 23,143 acres that will be included in the expanded Winchester Policy Area fall within the HVWAP, Southwest Area Plan (SWAP), San Jacinto Valley Area Plan (SJVAP) and Sun City/Menifee Valley Area Plan (SCMVAP). The project would modify the boundaries of all four area plans so that the entirety of the expanded policy area will be located solely within the HVWAP. In order to accomplish this, 510 acres from the SWAP and approximately 1,928 acres from the SCMVAP would be transferred into the HVWAP.

LAND USE CHANGES

The project includes Foundation Component (FC) and Entitlement/Policy General Plan Amendments. The County's General Plan includes five broad foundation component land uses (Agriculture, Rural, Rural Community, Open Space and Community Development) which include more detailed land use designations at the area plan level. A FC amendment is required in a variety of scenarios including when a project proposes an amendment from a Rural component to the Community Development component. An Entitlement/Policy amendment is typically required when an amendment involves changes in land use designations or policies that involve land located entirely within a particular FC but that do not change the boundaries of that component.

The FC and Entitlement/Policy amendments included with this project are located in the northeastern portion of the Winchester PA, generally between Simpson Road and Stetson Avenue, and between Double Butte and California Avenue, and in the southwestern portion of the community, between Scott and Wickerd Roads, and between Leon and Abbott Roads. The proposed amendments would involve 225 parcels totaling approximately 1,480 gross acres. The proposed amendment would change FC from Rural (R) and Rural Community (RC) to Community Development (CD), and amend the accompanying land use designations from Rural Residential (RR) and Estate Density Residential (EDR) to Low Density Residential (LDR), Medium Density residential (MDR), Commercial Retail (CR), Business Park (BP), and Light Industrial (LI). Within the project area, the change between the existing Riverside County General Plan development potential and the



project's development potential, as analyzed in the Programmatic EIR, is presented in Table 1, Proposed General Plan Land Use Changes.

Table 1: Proposed General Plan Land Use Changes

Land Use Designation	Acreage		
	Existing	Proposed	Change
Agricultural Foundation Component			
Agriculture (AG)	80	80	0
Rural Foundation Component			
Rural Residential (RR)	1,173	603	-570
Rural Mountainous (RM)	1,622	1,590	-32
Rural Community Foundation Component			
Rural Community - EDR (RC-EDR)	1,424	165	-1,259
Rural Community - LDR (RC-LDR)	0	421	421
Open Space Foundation Component			
Conservation (OS-C)	987	1,043	56
Conservation Habitat (OS-CH)	3,000	3,015	15
Water (OS-W)	2,705	2,705	0
Open Space Recreation (OS-R)	1,617	1,608	-11
Community Development Foundation Component			
Estate Density Residential (EDR)	741	741	0
Very Low Density Residential (VLDR)	314	182	-132
Low Density Residential (LDR)	500	388	-112
Medium Density Residential (MDR)	4,404	4,539	135
Medium-High Density Residential (MHDR)	456	725	269
High Density Residential (HDR)	164	164	0
Very High Density Residential (VHDR)	30	30	0
Highest Density Residential (HHDR)	33	33	0
Commercial Retail (CR)	504	395	-109
Commercial Tourist (CT)	496	592	96
Light Industrial (LI)	288	467	179
Business Park (BP)	152	682	530
Public Facilities (PF)	1,656	1,579	-77
Mixed-Use Planning Area (MUA)	797	1,400	603
Total	23,143	23,143	--
Note: Numbers may not add due to rounding.			

CIRCULATION ELEMENT AMENDMENT

The County's General Plan Circulation Element is one of seven mandatory elements for all jurisdictions within the State of California. The Circulation Element addresses the infrastructure needs of the County for the movement of goods and people including pedestrians, bicycles, transit, train, air, and automobile traffic flows



within and through the community. The County's circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities.

The project proposes to amend the County's Circulation Element by removing the existing Highway 79 Policy Area. Highway 79 is a State highway and is an important north-south regional transportation link that runs through the project area and connects multiple jurisdictions both north and south of the project area. This policy area was established by the County in an effort to address transportation infrastructure capacity within the policy area. In 2003, when the County adopted the General Plan, the necessary roadway infrastructure for Highway 79 did not exist to accommodate the amount of growth that was slated for the corridor. Therefore, the Highway 79 Policy Area was added to the General Plan, placing a nine percent reduction on new residential developments within the affected area. This nine percent reduction is taken from the midpoint density of the underlying General Plan Land Use Designation.

As previously mentioned, in 2016, Caltrans issued a Record of Decision establishing a preferred alternative for the realignment of Highway 79. This alternative would realign and widen Highway 79 throughout the project area; thereby, providing improved circulation and traffic capacity for the area. As a result of the future improved capacity given the Caltrans Record of Decision and recent constructed and planned transportation projects in the area, the Highway 79 Policy Area would be removed, the nine percent residential reduction policy area language would be amended, and the General Plan would be updated accordingly. As such, the amended Policy would expand and allow for full development of residential uses throughout the Highway 79 Policy Area, increasing residential development capacity within by nine percent. No land use designation changes are proposed and the amendment is limited to removing the development restriction on residential uses.

Additionally, revisions to several policies within the Circulation Element are a part of the project in order to address the transition from LOS to VMT thresholds in environmental assessments such as this document.

WINCHESTER COMMUNITY PLANNING DESIGN GUIDELINES

The proposed Winchester Community Planning Design Guidelines are an integral component of the project and intend to provide direction for site design, architecture, streetscapes, bicycle and pedestrian facilities, signage, and lighting, etc. for the plan area. County Planners would use these criteria in review of submittals to achieve high quality development and compatibility with adjacent land uses and the overall character of the community. The Design Guidelines would apply to those areas within the Winchester Policy Area boundary.

DEVELOPMENT POTENTIAL

The proposed General Plan Land Use Designation changes and the removal of the development limit associated with the Highway 79 PA would create additional development capacity than the existing General Plan. *Table 2, Project Development Potential*, outlines the change the proposed project would result in related to increased non-residential square-footage, jobs, dwelling units, and population.



Table 2: Project Development Potential

Type	Existing	Proposed	Change (Numeric)	Change (Percentage)
Winchester Policy Area				
Non-Residential (square footage (SF))	34,168,402	26,638,737	-7,529,664	-22%
Jobs ²	60,213	50,159	-10,055	-17%
Residential (dwelling units (DU))	29,278	39,028	+9,750	+33%
Population (persons) ³	83,441	111,230	+27,789	+33%
Highway 79 Policy Area (Excluding Winchester PA)				
Non-Residential SF	N/A		0	0%
Jobs ²	N/A		0	0%
Residential DU	29,863	32,442	+2,579	+9%
Population (persons) ³	85,110	92,460	+7,350	+9%
Winchester Policy Area plus Highway 79 Policy Area (CEQA Project)				
Non-residential SF	34,168,402	26,638,737	-7,529,664	-22%
Jobs ²	60,213	50,159	-10,055	-17%
Residential DU	59,141	71,470	+12,329	+21%
Population (persons) ³	168,551	203,690	+35,139	+21%
Notes.				
1. Assumes development intensity per Riverside County General Plan EIR Appendix E-2.				
2. Jobs are derived based on Institute for Transportation Engineers (ITE) Trip Generation Manual, 10 th Edition employment factors.				
3. Population is derived based on the average persons per household, as averaged for the four Area Plans within the Project area; see Riverside County General Plan EIR Appendix E-2, Table E-2: Average Household Size by Area Plan.				

2.3 PROJECT OBJECTIVES

The proposed project's objectives are to:

- Provide greater housing variety and density, more affordable housing, life-cycle housing (e.g., starter homes for larger families to senior housing), workforce housing, veterans housing, etc.;
- Reduce distances between housing, workplaces, commercial uses, and other amenities and destinations;
- Provide better access to fresh, healthy foods (as food and retail and farmers markets can be accessed on foot or through bike or transit);
- Promote more compact development and land use synergy (e.g., residents provide patrons for commercial uses, which provide amenities for residents);
- Encourage stronger neighborhood character, sense of place and enhance the overall quality of development for the community;
- Create a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments with increased accessibility via transit, resulting in reduced transportation costs;



- Encourage the assembly of small parcels into larger project areas that can be developed for mixed-uses without requiring general plan amendments, to help revitalize the area, encourage new balanced economic development, and provide for new local infrastructure improvements;
- Encourage commercial development near intersections and clustered, as opposed to strip or piecemeal development spread along the Grand Avenue corridor;
- Promote higher density housing to achieve the 6th Cycle Regional Housing Needs Assessment housing goals;
- Fulfill a portion of the County's 6th Cycle Regional Housing Needs Assessment housing goals by increasing the residential development potential in the project area by 12,329 dwelling units through redesignating land uses and removing the Highway 79 Policy Area's requirement for a 9% reduction for residential development;
- Promote better job/housing balance; and,
- Promote more intense commercial/industrial areas to support the increased residential densities.

2.4 DISCRETIONARY APPROVALS

The County's applicable discretionary approvals associated with the project include, but are not limited to, the following:

- Adoption of General Plan Amendment No. 1207 (Winchester Community Planning and Highway 79 PA) to provide updated community design and policies as follows:
 - The expansion of the existing Winchester Policy Area from the approximately 287 acres to approximately 23,143 acres of land within the General Plan's Harvest Valley/Winchester Area Plan.
 - Boundaries of the General Plan's Harvest Valley/Winchester, Sun City/Menifee and Southwest Area Plans will be modified so that the entire expanded Winchester Policy Area will fall within the boundaries of the Harvest Valley/Winchester Area Plan only.
 - The modification to land use designations within the expanded Winchester PA, including Foundation Component amendments. Approximately 227 parcels (totaling 1,480-acres) are proposed for Foundation Component Amendments that include changes from the Rural and Rural Community components to the Community Development component. The environmental document will also include the analysis of consistency zoning revisions for approximately 921 parcels that will occur in the future as a result of the project.
 - Amending the General Plan's Harvest Valley/Winchester Area Plan, Southwest Area Plan, San Jacinto Valley Area Plan, and Sun City/Menifee Valley Area Plan to remove the existing Highway 79 Policy Area language and thereby remove the 9% reduction in density for residential projects. This policy will be replaced with a fee on newly entitled dwelling units (not dwelling units already entitled), to fund mobility related improvements, such as but not limited to, a vehicle park-n-ride and transit station within the Winchester downtown core area. These revisions to remove the Highway 79 Policy Area will be carried throughout the General Plan document, where necessary, for internal consistency. The Highway 79 Policy Area boundary includes approximately 50,061 acres. Additionally, revisions to several policies within the



Area Plans to address the transition from level of service (LOS) to vehicle miles travelled (VMT) thresholds in environmental assessment such as this document.

- Approval and adoption of Winchester Community Planning Design Guidelines
- Certification of the Environmental Impact Report

Project approval is subject to actions set forth by the County Planning Commission and Board of Supervisors. Adoption of the proposed General Plan Amendments and Community Design Guidelines would also be subject to review by the County of Riverside Airport Land Use Commission. Future development projects would be subject to the necessary review process as determined by the County’s Planning Department, including applying mitigation measures from the Draft EIR, as necessary.

3 ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15082 of the State CEQA Guidelines, the County prepared a Notice of Preparation (NOP) of a Draft EIR on April 18, 2019. It was submitted to the California State Clearinghouse and distributed to interested and affected Federal, State, and local agencies; interested parties; and organizations. The NOP was circulated for 30 days, through May 20, 2019. A public scoping meeting was held on April 30, 2019. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP and all comments received on the NOP are presented in Appendix A of the Draft EIR.

The Draft EIR includes an analysis of the following issue areas:

- Aesthetics,
- Agricultural and Forestry Resources,
- Air Quality,
- Biological Resources,
- Cultural Resources,
- Energy,
- Geology and Soils
- Greenhouse Gas Emissions,
- Hazards and Hazardous Materials,
- Hydrology and Water Quality,
- Land Use and Planning,
- Mineral Resources
- Noise,
- Population and Housing,
- Public Services
- Recreation,
- Transportation,
- Utilities and Service Systems, and
- Wildfire, and
- Mandatory Findings of Significance.

The County published the Draft EIR for public and agency review on July 5, 2022. The 45-day public review period ended on August 19, 2022. It is noted that the County of Riverside extended the Draft EIR public review period from August 19, 2022 to September 23, 2022. During the public review period, the County received 25 comment letters. Those comments relevant to CEQA were addressed by the County in the Final EIR in compliance with the State CEQA Guidelines (Sections 15088 and 15132).

The Final EIR includes comments received on the Draft EIR; responses to these comments; and revisions to the Draft EIR, as necessary, in response to these comments or to amplify or clarify material in the Draft EIR.



The Draft and Final EIR were made available for public review on the State Clearinghouse CEQANet Web Portal, on the County’s website (<https://planning.rctlma.org/winchester-communityplan>), at the Riverside County Planning Department (4080 Lemon Street, 12th Floor, Riverside, CA 92501), and the French Valley Library (31526 Skyview Road, Winchester, CA 92596).

As discussed in Section 4, below, none of the changes to the Draft EIR, or information added to the Draft EIR, constitutes “significant new information” requiring recirculation of the Draft EIR pursuant to PRC Section 21092.1 and State CEQA Guidelines Section 15088.5.

4 GENERAL CEQA FINDINGS

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

Based on the entire record before the Riverside County Board of Supervisors, and having considered the significant impacts of the project, the Board hereby determines that all feasible mitigation within the responsibility and jurisdiction of the County of Riverside has been adopted to reduce or avoid the potentially significant environmental impacts identified in the Winchester Community Plan EIR. The mitigation measures are discussed below in the findings and are set forth in the Mitigation Monitoring and Reporting Program (MMRP).

Section 21081.6 of the PRC requires the Board to adopt a monitoring or compliance program regarding the changes in the project and mitigation measures imposed to lessen or avoid significant effects on the environment. To the extent that there are any inconsistencies between the mitigation measures as set forth in the EIR, and those set forth in the MMRP, whichever mitigation measure is deemed more protective of the environment shall control. The MMRP for the proposed project is hereby adopted by the Board because it fulfills the CEQA mitigation monitoring requirements:

- The MMRP is designed to ensure compliance with the changes in the project and mitigation measures imposed on the project during project implementation.
- Measures to mitigate or avoid significant effects on the environment are fully enforceable through conditions of approval, permit conditions, agreements, or other measures.

4.2 STATE CEQA GUIDELINES SECTIONS 15091 (FINDINGS) AND 15092 (APPROVAL)

Based on the foregoing findings contained with Sections 5-11 within this document and the information contained in the administrative record, the Board of Supervisors has made one or more of the following findings with respect to each of the significant effects of the project:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency, or can and should be adopted by such other agency.



3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly-trained workers, make infeasible the mitigation measures or alternatives identified in the Final EIR.

Based on the foregoing findings contained with Sections 5-11 within this document and the information contained in the administrative record, and as conditioned by the foregoing:

1. All significant effects on the environment due to the project have been eliminated or substantially lessened where feasible.
2. Any remaining significant effects that have been found to be unavoidable are acceptable due to the overriding considerations set forth herein. Refer to Section 12, *Statement of Overriding Considerations*.

4.3 BOARD OF SUPERVISORS INDEPENDENT JUDGMENT

The Final EIR reflects the Board's independent judgment. The Board has exercised independent judgment in accordance with PRC Section 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing, and revising material prepared by the consultant.

Having received, reviewed, and considered the information in the Final EIR, as well as any and all other information in the record, the Riverside County Board of Supervisors hereby makes findings pursuant to and in accordance with Sections 21081, 21081.5, and 21081.6 of the PRC.

4.4 NATURE OF FINDINGS

Any findings made by the Board of Supervisors shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by the Board, whether or not any particular sentence or clause includes a statement to that effect. The Board intends that these findings be considered as an integrated whole and, whether or not any part of these findings fail to cross-reference or incorporate by reference any other part of these findings, that any finding required or committed to be made by the Board with respect to any particular subject matter of the Final EIR, shall be deemed to be made if it appears in any portion of these findings.

4.5 RELIANCE ON RECORD

Each and all of the findings and determinations contained herein are based on substantial evidence, both oral and written, contained in the administrative record relating to the project.

4.6 RECORD OF PROCEEDINGS

In accordance with PRC Section 21167.6(e), the record of proceedings for the Board's decision on the project includes the following documents:

- The NOP for the project and all other public notices issued in conjunction with the project;
- All comments submitted by agencies or members of the public during the comment period on the NOP;
- The Draft EIR for the project and all appendices;



- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;
- The Final EIR for the project, including comments received on the Draft EIR, responses to those comments, and appendices;
- Documents cited or referenced in the Draft EIR and Final EIR;
- The MMRP for the project;
- All findings and resolutions adopted by the Board in connection with the project and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared in compliance with the requirements of CEQA and with respect to the Board's action on the project;
- All documents submitted by other public agencies or members of the public in connection with the project, up through the close of the final public hearing;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held in connection with the project;
- Any documentary or other evidence submitted at such information sessions, public meetings, and public hearings;
- Any and all resolutions adopted by the County regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge, including, but not limited to Federal, State, and local laws and regulations;
- Any documents expressly cited in these findings and any documents incorporated by reference, in addition to those cited above;
- Any other written materials relevant to the Board's compliance with CEQA or its decision on the merits of the project, including any documents or portions thereof, that were released for public review, relied upon in the environmental documents prepared for the project, or included in the Board's non-privileged retained files for the EIR or project;
- Any other materials required for the record of proceedings by PRC Section 21167.6(e); and
- The Notice of Determination.

The Board of Supervisors intends that only those documents relating to the project and its compliance with CEQA and prepared, owned, used, or retained by the Board and listed above shall comprise the administrative record for the project. Only that evidence was presented to, considered by, and ultimately before the Board prior to reviewing and reaching its decision on the EIR and project.



4.7 CUSTODIAN OF RECORDS

The custodian of the documents or other material that constitute the record of proceedings upon which the Board's decision is based is identified as follows:

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

4.8 RECIRCULATION NOT REQUIRED

State CEQA Guidelines Section 15088.5 provides the criteria that a lead agency is to consider when deciding whether it is required to recirculate an EIR. Recirculation is required when "significant new information" is added to the EIR after public notice of the availability of the Draft EIR is given, but before certification (State CEQA Guidelines Section 15088.5[a]). "Significant new information," as defined in State CEQA Guidelines Section 15088.5(a), means information added to an EIR that changes the EIR in a way that deprives the public of a meaningful opportunity to comment on a "substantial adverse environmental effect" or a "feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

An example of significant new information provided by the State CEQA Guidelines is a disclosure showing that a "new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented"; that a "substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance"; or that a "feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it" (State CEQA Guidelines Section 15088.5[a][1]-[3]).

Recirculation is not required where "the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR" (State CEQA Guidelines Section 15088.5[b]). Recirculation also is not required simply because new information is added to the EIR. Indeed, new information is often added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies.

In this legal context, the Board of Supervisors finds that recirculation of the Draft EIR prior to certification is not required. In addition to providing responses to comments, the Final EIR includes revisions to expand upon information presented in the Draft EIR; explain or enhance the evidentiary basis for the Draft EIR's findings; update information; and make clarifications, amplifications, updates, or helpful revisions to the Draft EIR. The Final EIR's revisions, clarifications and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact.

In sum, the Final EIR demonstrates that the project would not result in any new significant impacts or increase the severity of a significant impact, as compared to the analysis presented in the Draft EIR. The changes reflected in the Final EIR also do not indicate that meaningful public review of the Draft EIR was precluded in the first instance. Accordingly, recirculation of the EIR is not required as revisions to the EIR are not significant as defined in Section 15088.5 of the State CEQA Guidelines.



4.9 CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

The Board of Supervisors certifies that the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines, that the EIR was presented to the Board, and that the Board reviewed and considered the information contained therein before approving the proposed project, and that the EIR reflects the independent judgment and analysis of the Board (State CEQA Guidelines Section 15090).

5 FINDINGS REQUIRED UNDER CEQA

This statement of Findings of Fact and Statement of Overriding Considerations identifies the environmental impacts associated with implementation of the proposed project. These Findings are made pursuant to PCR Sections 21081, 21081.5, and 21081.6 and the State CEQA Guidelines Sections 15091 and 15093.

PRC Section 21081 and Section 15091 of the State CEQA Guidelines require that the lead agency prepare written findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. The County is the lead agency responsible for preparation of the EIR in compliance with CEQA and the State CEQA Guidelines.

Section 15091 of the State CEQA Guidelines states, in part:

- a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with PRC Section 21081 and Section 15093 of the State CEQA Guidelines, whenever significant impacts cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations, pursuant to the State CEQA Guidelines.

Section 15093 of the State CEQA Guidelines states:

- a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social,



technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

- b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The EIR for the project identified potentially significant environmental effects that could result from project implementation. The County finds that the inclusion of mitigation measures as part of the project approval would reduce most, but not all, of those effects to a less-than-significant level. The County finds that project implementation has the potential to generate a significant and unavoidable impact associated with air quality (Individual and Cumulative Construction-Related Air Quality Emissions) and utilities and service systems (Cumulative Demand for Utility Services and Associated Infrastructure) which are overridden due to specific project benefits identified in the Statement of Overriding Considerations.

In accordance with CEQA and the State CEQA Guidelines, the Board of Supervisors adopts these Findings as part of its certification of the Final EIR for the project. Pursuant to Section 21082.1(c)(3) of the PRC, the Board also finds that the Final EIR reflects the Board's independent judgment as the lead agency for the project. As required by CEQA, the County, in adopting these Findings, also adopts an MMRP for the project. The County finds that the MMRP, which is incorporated by reference and made a part of these Findings, meets the requirements of Section 21081.6 of the PRC by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

6 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

Section 15128 of the State CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons why various possible significant effects of a project were determined not to be significant and, therefore, why there were not discussed in detail in the EIR. Implementation of the project was determined to result in no potentially significant impacts related to the following issues; consequently, these issues were not discussed in detail in the EIR and no specific detailed findings are therefore required.

6.1 ADVERSE EFFECT ON STATE SCENIC HIGHWAYS

There are no State-designated scenic highways within the project area. SR-74 is eligible for the State Scenic Highway System but is not officially designated as a State scenic highway. Therefore, no impacts on State Scenic Highways would occur. (Draft EIR page 4.1-9, Impact AES-1)

6.2 CONFLICT WITH EXISTING ZONING FOR FORESTLAND/TIMBERLAND

According to the General Plan, there are no lands within the project area that are zoned forest land, timber land, or timberland production. Because the project area does not contain these lands, the project would not conflict with any existing zoning for forest or timberlands. Additionally, the project would not alter the existing conditions in the project area such that such lands would be specifically converted to other uses. Therefore, no impacts would occur in this regard. (Draft EIR page 4.2-11, Impact AG-3)



6.3 LOSS OF FORESTLAND

According to the General Plan, there are no lands within the project area that are zoned forest land, timber land, or timberland production. Because the project area does not contain these lands, the project would not conflict with any existing zoning for forest or timberlands. Additionally, the project would not alter the existing conditions in the project area such that such lands would be specifically converted to other uses. Therefore, no impacts would occur in this regard. (Draft EIR page 4.2-12, Impact AG-4)

6.4 PHYSICAL DIVISION OF AN ESTABLISHED COMMUNITY

The project identifies a land use plan and related planning policies to guide change, promote quality development, and implement the community's vision for the area. The proposed plan is a result of several planning studies and public engagement that have taken place in recent years, including the Winchester Land Use Study, the recently adopted 6th Cycle Housing Element and the California Department of Transportation's Record of Decision regarding the re-alignment of Highway 79. Information from the previous studies and actions was reviewed and incorporated into the project; thereby, facilitating cohesive development for the project area which does not promote the division of any established communities. All future development in the project area would be evaluated at a project-specific level for consistency with the proposed land use plan and design guidelines to ensure the development enhances the Winchester Community and does not physically divide an established community. No impact would occur in this regard. (Draft EIR page 4.11-10, Impact LU-1)

6.5 LOSS OF KNOWN MINERAL RESOURCE

Based on the Riverside County General Plan Multipurpose Open Space Element Figure OS-6, there are no known or inferred significant mineral resources within the project area. Thus, no loss of availability of a known mineral resource of regional or statewide significance would occur. Therefore, no impact concerning mineral resources would occur. (Draft EIR page 4.12-4, Impact MIN-1)

6.6 LOSS OF LOCALLY-IMPORTANT MINERAL RESOURCE

No portion of the project area is designated Mineral Resources (MR). Three historic mines are near or within the project area, but these mines have ceased operations and USGS data shows that none are designated MRZ-2 (indicating known inferred significant mineral resource) (USGS 2021a, 2021b, 2021c). Therefore, the project would not 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. (Draft EIR page 4.12-5, Impact MIN-2)

7 LESS THAN SIGNIFICANT IMPACTS

The Board of Supervisors finds that, based upon substantial evidence in the record, including information in the Final EIR, the following impacts have been determined to be less than significant and no mitigation is required pursuant to PRC Section 21081(a) and State CEQA Guidelines Section 15091(a).



7.1 SECTION 4.1: AESTHETICS

Impact AES-1: Adverse Impact on a Scenic View or Vista

Project implementation would increase residential densities and non-residential land use intensities in specific areas, which may occur in proximity to designated scenic views and vistas. However, development occurring as part of the proposed project would be subject to detailed planning to ensure high-quality development that it is complementary and compatible with the community character and design. The proposed Design Guidelines are an integral component of the project and intend to provide direction for site design, architecture, streetscapes, bicycle and pedestrian facilities, signage, and lighting, etc. for the plan area. Building massing, height limitations, and setback requirements included in the Design Guidelines would preserve identified scenic views and vistas within the project area. Further, the proposed revisions to the HVWAP for the Winchester Policy Area include several new and revised policies that would preserve and enhance scenic vistas and viewpoints. HVWAP 8.07 would ensure new development within Winchester Policy Area Neighborhoods is compatible with adjacent uses. HVWAP 8.11 would encourage compatible, low profile uses within the Winchester Policy Area Neighborhoods to ensure appropriate transitions and buffering between differing land use types, such as open space uses that contain scenic resources. HVWAP 8.16 would require that utilities are undergrounded within the Winchester Policy Area Neighborhoods to protect public views of scenic resources. HVWAP 8.21 and 8.24 would require all development projects within Winchester Policy Area Neighborhoods and Neighborhood 9 – Winchester Road/Newport Road to be subject to applicable hillside management requirements and standards. County Planners would use these criteria in review of submittals to achieve high quality development and compatibility with adjacent land uses and the overall character of the community. Impacts to scenic resources would be less than significant in this regard and would likely reduce overall impacts to such resources.

The land use changes proposed as part of the project would result in a surplus of open space uses as compared to existing conditions. Thus, the project would not impact scenic vistas associated with open space areas, as additional scenic vistas would be afforded based on the addition of new open space land uses. To protect views of scenic resources as experienced from Menifee Road and SR-74, future development activities would be reviewed against Ordinance No. 461 to ensure conformance with General Plan Circulation Element standards, specifications and directions for design and construction of any road or other land division improvements required in the unincorporated territory of Riverside County. In regulating road rights-of-way, Ordinance No. 461 requires that the rights-of-way be kept clear for the traveling public, and would thereby protect views of scenic resources as experienced from Menifee Road and SR-74. Impacts to scenic vistas would be less than significant in this regard. (Draft EIR page 4.1-7)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact AES-4: Light and Glare Impacts

Construction activities are anticipated to occur primarily during the daytime hours. Light and glare during daytime construction activities would not impact surrounding uses. In the event that construction would



require nighttime lighting for security purposes, the project applicant would be required to comply with Ordinance No. 655, *Regulating Light Pollution*, and Ordinance No. 915, *Regulating Outdoor Lighting*. Impacts in this regard would be less than significant.

Project implementation could increase residential densities and non-residential land use intensities in specific areas that would introduce new sources of light and glare. Lighting sources associated with future development including street lighting, security lighting, parking lot lighting, lighting associated with the interior of structures, and recreational lighting would generally appear similar in character to the existing developed uses on-site. All future development would be subject to Ordinance No. 655, *Regulating Light Pollution*, and Ordinance No. 915, *Regulating Outdoor Lighting*. The project would retain existing policies within the HVWAP to ensure lighting requirements specified in County Ordinance No. 655 are implemented to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory (HVWAP 9.1). The County of Riverside would continue to evaluate future development proposals for compatibility with Ordinance No. 655, Ordinance No. 915, and HVWAP 9.1 to achieve high quality development and compatibility with adjacent land uses and the overall character of the community. Impacts in this regard would be less than significant. (Draft EIR page 4.1-11)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.2 SECTION 4.2: AGRICULTURE AND FORESTRY RESOURCES

Impact AG-5: Other Changes to Environment which could result in Conversion of Farmland or Conversion of Forest Land to Non-Forest Use.

Under the proposed project, future development could occur near agriculturally zoned lands. However, all future development within the project area would be subject to compliance with the existing regulatory framework, which includes provisions intended to preserve Important Farmlands. As discussed, there are no forest lands within the project area. Less than significant impacts would occur. (Draft EIR page 4.2-12)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.



7.3 SECTION 4.5: CULTURAL RESOURCES

Impact CUL-1: Historical Resource

Compliance with General Plan Policies OS 19.2 through 19.4 would ensure that future developments facilitated by the project are adequately reviewed for historic resources prior to approval; that appropriate mitigation measures are developed and incorporated into project design and project conditions of approval; and ensure that projects are appropriately reviewed for resources and conditioned to comply with applicable State and Federal regulations. Policy LU 4.5 ensures that land use projects with historically significant structures have flexibility to vary from existing building and zoning codes in an effort to preserve such structures; thereby, facilitating preservation of historical buildings. When avoidance of cultural resources is not feasible, coordination between the permittee/developer, the County and other interest group is required. Project-level compliance with general conditions of approval will also be required and is enforceable by Riverside County. When the Riverside County Archaeologist ascribes conditions to a land use project, these measures are implemented at the land use development process's appropriate stages. Project applicants must satisfy the terms of their conditions of approval before they may be permitted to begin subsequent stages in their land use development process.² Adherence to this regulatory framework will ensure that potential impacts to historic resources would be less than significant. (Draft EIR page 4.5-16)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.4 SECTION 4.6: ENERGY

Impact EN-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy

The Draft EIR determined a less than significant impact in regard to the Community Plan related to the wasteful, inefficient, or unnecessary use of energy. Implementation of the project would result in the consumption of energy supplies during construction of new land uses within the project area. However, the consumption of energy during construction activities for the project would be temporary and is not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy.

Operation of new land uses associated with project implementation would also result in additional energy consumption. However, the increased energy demand is expected to be adequately served by the existing SCE electrical facilities and SoCalGas facilities in the project area. Further, the Riverside County Planning Department would review and verify that project plans of individual future projects demonstrate compliance with the current version of the Building and Energy Efficiency Standards, as well as CALGreen provisions. Finally, While Vehicle Miles Travelled (VMT) is anticipated to increase as part of the project, many potential VMT reducing design principles, policies, and improvements may ultimately mitigate and/or potentially reduce the VMT impacts. VMT reducing approaches would require further planning and development as well as

² County of Riverside, *County of Riverside General Plan Update Environmental Impact Report*, Page 4.9-39, December 8, 2015.



committed funding sources including those from participants in the development community (many of which may not be identified yet as large areas of land may be further subdivided into specific projects and developments). As discussed above, the project is not anticipated to result in a substantial demand for electricity and natural gas that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Additionally, the fuel consumption associated with vehicle trips would not be considered inefficient, wasteful, or unnecessary. A less than significant impact would occur in this regard. (Draft EIR page 4.6-11)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact EN-2: Conflict with Applicable Energy Plan

Future development facilitated by the project would be required to implement energy-saving features and operational programs, consistent with the reduction measures set forth in the County of Riverside General Plan policies (e.g., Policies AQ 4.2, which would require residential building construction to comply with energy use guidelines, AQ 4.4, which would reduce energy consumption through efficient site design, and AQ 20.10 through AQ 20.21 which would reduce energy consumption through the efficient use of utilities and require all feasible use of efficient heating equipment and appliances.)

Development facilitated by the project would also be required to comply with BOS policies (e.g., H-29 and H-4). In addition, future development would be required to comply with the California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) and Title 24 energy efficiency standards as implemented by the County. Compliance with 2019 Title 24 standards and 2019 CALGreen Code would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, which are consistent with the Energy Efficiency Strategic Plan strategies, the Integrated Energy Policy Report (IEPR) building energy efficiency recommendations.

Project energy demands would be accommodated by existing utility providers and would not result in the inefficient, wasteful, or unnecessary consumption of fuel consumption. Impacts would be less than significant in this regard. (Draft EIR page 4.6-15)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.



7.5 SECTION 4.7: GEOLOGY AND SOILS

Impact GEO-1: Rupture of Known Earthquake Fault

The project area is not affected by an A-P Earthquake Fault Zones. The active faults closest to the project area are San Jacinto fault and the Elsinore fault, which are located 7 miles east and 2 miles west respectively. Therefore, future development within the project would not be subject to rupture of a known earthquake fault. However, due to lying within a region of active faulting and seismicity, the project area would be subject to at least moderate or severe ground shaking in the event of an earthquake associated with any of these faults. The County enforces regulations to reduce seismic hazards when they have the potential to occur based on site-specific geologic conditions. The applicable regulatory measures for future development projects would be determined during the County's development review process and included in a project's conditions of approval. Following compliance with the established regulatory framework described above, the project would result in a less than significant impact concerning seismic-related seismic ground shaking.

As discussed in Section 4.7.2 of the Draft EIR, the project area is identified as a Zone of Required Investigation (ZORI) for both liquefaction and landslides. Additionally, the project area is identified as having very low to very high susceptibility to liquefaction and landslides. Therefore, future development within the project area would be subject to seismic-related ground failure. Future development would be subject to policies in the General Plan, which would minimize damage to structures. Future projects would also be subject to Riverside County Code (RCC) Chapter 15.60.050, *Geologic Report* in requiring preparation of a Geologic Report that would evaluate soils and hillside slopes to minimize potential hazards to future development as a result of liquefaction and landslides. Following compliance with the established regulatory framework, the project would result in a less than significant impact in this regard. (Draft EIR page 4.7-13)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact GEO-2: Erosion and Loss of Topsoil

Short-term construction activities within the Project Area could increase soil exposure and result in limited soil erosion, depending on the extent of clearing, grading, or excavation and the length of time that disturbed soils are left exposed. However, future development projects in the project area would be required to submit grading plans, which would be accompanied by a geotechnical investigation and drainage calculations, to obtain the required grading permits. To reduce impacts associated with soil erosion, future development would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Permit regulations, which require development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control best management practices (BMPs) that would meet or exceed Construction General Permit measures to control potential construction-related pollutants. Following compliance with the applicable Federal, State and local regulations, the project would not result in substantial soil erosion and a less than significant impact would occur in this regard.



Future development could be subject to erosion or loss of topsoil as a result of water and/or wind conditions. As discussed in the Draft EIR, future development would be required to prepare a project-specific drainage analysis and a Water Quality Management Plan (WQMP) to satisfy local, State, and Federal water quality requirements. The drainage and water quality analyses would provide recommendations to reduce potential impacts, which may include post-development BMPs including site design/low impact development (LID), source control, treatment control (where feasible and applicable), and hydromodification measures as applicable. Upon adherence to the requirements of the NPDES, MS4 General Permit and RCC Chapter 13.12, Stormwater Drainage System Protection Regulations, project operational impacts related to erosion or loss of topsoil would be less than significant. (Draft EIR page 4.7-14)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact GEO-3: Unstable Soils

Lateral spreading, ground subsidence, or collapse could occur on unstable geological units or soils within future development sites. Future development would be subject to General Plan Policies S 2.2 through S.2.7, S 3.5, S.3.8 and would also be subject to RCC Chapter 15.60.050, *Geologic Report*, in requiring preparation of a Geologic Report that would evaluate soil composition and strength and prescribe measures (i.e., reinforcing steel in foundations, drainage control devices, over-excavation and remediation of soils) in order to minimize potential hazards to future development as a result of lateral spreading, subsidence or collapse. Following compliance with the established regulatory framework described above, the project would result in a less than significant impact in this regard. (Draft EIR page 4.7-15)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact GEO-4: Expansive Soils

Soils that expand and contract in volume ("shrink-swell" pattern) are considered to be expansive and may cause damage to aboveground infrastructure and development as a result of density changes that shift overlying materials. Impacts associated with expansive soils are generally structurally related, including cracked walls and foundations. Future development would be subject to General Plan Policies S 2.6, S.2.7 and S.3.8 which would minimize damage as a result of expansive soils. Future, projects would also be subject to RCC Chapter 15.60.050, *Geologic Report* in requiring preparation of a Geologic Report to evaluate soil composition and strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, differential settlement, and expansiveness. Following compliance with



the established regulatory framework described above, the project would result in a less than significant impact concerning expansive soils. (Draft EIR 4.7-16)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact GEO-5: Disposal Systems

The project would accommodate future development that could be sited on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Those areas outside of existing sewer service providers would increase the potential for placement of structures and facilities in areas where soils are incapable of adequately supporting septic tanks, on-site wastewater treatment systems (OWTS), or alternative systems. The need for specific facilities/capacity is determined during the development review process, which considers project-specific features such as soil types, number of units, etc. The County regulates the construction of septic tanks in new development to require both adequate capacity for wastewater treatment and the protection of water quality. County Ordinance No. 650, *Sewer Discharge in Unincorporated Territory of the County*, establishes a variety of regulations regarding OWTS, including that the type of sewage facilities installed be determined on the basis of location, soil porosity, site slope, and groundwater level, and designed to receive all sanitary sewage from the property based on the higher volume estimation as determined by either the number of bedrooms or plumbing fixture unit counts. The minimum lot size required for each permanent structure with plumbing fixtures utilizing an OWTS to handle its wastewater is 0.50-acre, and construction of all new septic facilities requires approval from the County of Riverside Health Officer (Riverside County Ordinances Section 8.124.030 and Ordinance No. 650). Approval requires detailed review and on-site inspections including a scaled, contoured plot plan, a soils feasibility report that adequately evaluates soil percolation, a special feasibility boring report (for groundwater and/or bedrock), and an engineered topographical map. Additionally, the U.S. Environmental Protection Agency (EPA) has standards governing the placement of septic systems in proximity to water supply wells. Consistent with EPA standards, the County prohibits the placement of conventional septic tanks/subsurface disposal systems in any designated Zone A3 of an EPA wellhead protection area. Compliance with these regulations and programs is required through conditions of approval issued by Riverside County for implementing projects and would require that any OWTS is installed consistent with all applicable County requirements on soils capable of supporting the system. (Draft EIR 4.7-17)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.



Impact GEO-6: Destruction of Paleontological Resource of Geologic Feature

The specific underlying geology is not known at the Draft EIR's level of programmatic analysis. However, the General Plan notes that paleontological resources are known to be present within the County's unincorporated areas and that there is a likelihood that earthwork activities associated with future development would encounter paleontological resources. Direct impacts to paleontological resources could occur when earthwork activities (e.g., grading) cut into sensitive paleontological areas, thereby directly damaging the resources, or exposing paleontological resources to potential indirect impacts (e.g., surficial erosion, uncontrolled specimen collection). Any deep excavations by future developments would require monitoring conditions to identify and establish a plan to quickly and professionally recover any fossil remains if discovered. Also, sediment samples should be collected and processed to determine the small fossil potential in the development area. Any fossils collected should be placed in an accredited scientific institution for the benefit of current and future generations. Therefore, future development in areas of high paleontological sensitivity would be subject to General Plan Policies OS 19.6 in requiring preparation of a paleontological resource impact mitigation program (PRIMP), adhere to standard protocol if fossils are encountered (OS. 19.7), prepare a paleontological report if information indicates that the subject site has undetermined paleontological sensitivity (OS.19.8), and for curation protocol if paleontological resources are found (OS. 19.9). Following compliance with the established regulatory framework described above, the project would result in a less than significant impact concerning paleontological resources. (Draft EIR 4.7-18)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.6 SECTION 4.9: HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-1: Transport, Use, and Disposal of Hazardous Materials

Hazardous materials and wastes are extensively regulated and monitored by Federal and State law. The use of hazardous materials is regulated and monitored under the Emergency Planning and Community Right-to-Know Act (EPCRA), Resource Conservation and Recovery Act (RCRA), and the Hazardous Materials Disclosure Program. Transportation of hazardous materials and/or wastes is regulated under RCRA, the Hazardous Materials Transportation Act, Hazardous Wastes Control Law, and California Code of Regulations Title 22. Disposal of hazardous wastes regulated under RCRA, Hazardous Wastes Control Law, and California Code of Regulations (CCR) Title 22. California Code of Regulations §§ 2729 through 2732 provide requirements for the reporting, inventory, and release response plans for hazardous materials. These requirements establish procedures and minimum standards for hazardous material plans, inventory reporting and submittal requirements, emergency planning/response, and training. Compliance with all applicable Federal, State, and regional regulations would minimize potential impacts to the public or environment. (Draft EIR page 4.9-22)



Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact HAZ-3: Nearby Schools

There are three schools located within the project area: Ethan A. Chase Middle School located at 28100 Calm Horizon Drive, Heritage High School located at 26001 Briggs Road and Harvest Valley Elementary School located at 29955 Watson Road. Future residential development would have a potentially significant impact on the environment if it would emit hazardous emissions or substances within 0.25-mile of an existing or proposed school. The project does not propose any development at this time; however, it does propose land use and policy changes that would facilitate commercial and light industrial uses throughout the project area that could occur within 0.25-mile of an existing or proposed school location. Therefore, any future commercial or light industrial development would be required to adhere to General Plan Policies S.5.1 through S.5.9 for the handling and storage of hazardous materials, comply with Riverside County Ordinances Chapter 8.64.030, *Requirements for handling hazardous materials*, comply with California Division of Occupational Safety and Health (Cal/OSHA) regulations, and U.S. EPA regulations in order to reduce the potential for impacts to schools within 0.25-mile of a development site. Future development would also require adherence to California Hazardous Waste Control Law, California Health and Safety Code (HSC), and RCRA regulations in order to minimize potential impacts associated with the accidental release of hazardous materials. As a result, future residential, commercial, or light industrial development would not conflict with any State, County, or local plan aimed at preventing emissions or handling of hazardous materials near schools. Therefore, impacts would be less than significant, and no mitigation is required. (Draft EIR page 4.9-26)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact HAZ-4: Airport-related Hazard or Noise

The project proposes land use and policy changes that would facilitate residential, commercial retail, business park, and light industrial uses development. Some of these proposed changes would occur within airport influence area Compatibility Zones for the French Valley, March Air Reserve Base, and Hemet-Ryan Airports. These proposed changes would modify the land uses within the airport land use Compatibility Plans and would also require future development to comply with the criteria implemented for each assigned Compatibility Zone.



The Riverside County Airport Land Use Commission (ALUC) is tasked with reviewing development plans surrounding the airports for consistency with the Airport Land Use Compatibility Plan (ALUCP). The French Valley Airport is within the Highway 79 PA, where the project proposes to lift the residential density restriction, resulting in additional dwelling units on lands already anticipated for development. March Air Reserve Base and Hemet-Ryan are not located within the project area, but their respective Airport Influence Areas do encroach into the project area. The project proposes to redesignate some non-residential land uses to residential and mixed-use; and some low-density residential land uses to higher density residential uses within the Airport Influence Areas of the March Air Reserve Base and/or the Hemet-Ryan Airport. Together, these land use designation changes would result in more dwelling units (DU) and less non-residential land uses within the Airport Influence Areas.

Pursuant to General Plan Policy LU 15.2, future development activities occurring within the project area and within an Airport Influence Area would require review by the ALUC during the development review process to ensure development compliance with Compatibility Zone criteria. This also requires future development within Compatibility Zones to be reviewed by the ALUC in accordance with the Basic Land Use Compatibility Criteria (ALUC Policy 3.1.1), for nonresidential development compatibility (ALUC Policy 3.1.4), for open land availability for emergency aircraft landing (ALUC Policy 4.2.4) and risk reduction through building design (ALUC Policy 4.2.6), and development clustering (LU Policy 15.9). As a result, the project is not anticipated to conflict with an adopted ALUCP. Impacts would be less than significant. (Draft EIR page 4.9-27)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact HAZ-5: Interfere with Implementation of an Emergency Response Plan or Emergency Evacuation Plan

The project would not impair or physically interfere with an adopted emergency response plans or emergency evacuation plan. The Riverside County Fire Department in cooperation with CalFire provides fire and emergency response service to unincorporated Riverside County. The Fire Department has adopted a Standards of Coverage and Deployment Plan to identify emergency facilities, deployment strategies, and have appropriate personnel and equipment available to effectively deal with emergency situations within the County. Furthermore, implementation of General Plan Policies S 6.1, through S 6.5 in regard to providing emergency communication alerts, multilingual staff personnel to convey alerts, using incentives for encouraging emergency self-sufficient neighborhoods, and for the conducting of regional drills during earthquakes and other hazards would encourage the project to be pro-active and ready in the event of an emergency.

The project would not require or result in revisions to the adopted Standards of Coverage and Deployment Plan. Primary access to all major roads would be maintained during construction of future residential, commercial, and light industrial developments within the project area. Therefore, impacts associated with adopted emergency response or evacuation plans would be less than significant. (Draft EIR page 4.9-28)

Mitigation Measures

No mitigation is required.



Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact HAZ-6: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury or Death Involving Wildland Fires

All future development in the project would adhere to State and County codes, as well as applicable emergency and evacuation plans set by the County would prevent impacts to people or structures from risks of loss, injury, or death. Therefore, impacts would be less than significant, and no mitigation is required. (Draft EIR page 4.9-28)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.7 SECTION 4.10: HYDROLOGY AND WATER QUALITY

Impact HWQ-1: Violation of Water Quality Standards or Waste Discharge Requirements

The Draft EIR determined that subsequent development projects located within the Community Plan Area would be required to comply with state and local regulations that would minimize the potential for construction and operational water quality impacts. Considering these requirements, future development facilitated by the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Compliance with the regulatory framework would reduce the project's water quality impacts to a less than significant level. (Draft EIR page 4.10-26)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact HWQ-2: Groundwater Supply and Recharge Impacts

Future development facilitated by the project could increase impervious surfaces, decrease water infiltration into groundwater basins, and reduce groundwater recharge, particularly in currently vacant and undeveloped areas. Approximately 22,464 acres of the project area are vacant land. However, the project area does not include local groundwater recharge area and no groundwater extraction would occur as part of the project. Pursuant to Santa Ana and San Diego MS4 requirements, all new development and significant



redevelopment projects would be required to incorporate Low Impact Development (LID) Best Management Practices where applicable and feasible to ensure post-construction hydrology mimics pre-development filtration. In accordance with Ordinance No. 754, the County of Riverside would review future development proposals to verify that permeable areas are incorporated into site-specific project design.

Additionally, where applicable, in compliance with Senate BILL (SB) 221 and SB 610 requirements, future development would be required to demonstrate adequate water supply with either a signed Water Availability Form, "Will-Serve" letter, or Water Supply Assessment from Eastern Municipal Water District (EMWD). Compliance with these existing processes, in addition to relevant General Plan policies (LU 5.2 and 5.3, OS-4.1 through OS 4.4, and C-25.1) would ensure impacts to groundwater supply are less than significant. The County would also enforce all existing laws and regulations pertaining to water conservation.

Thus, project implementation would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts would be less than significant in this regard. (Draft EIR page 4.10-29)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact HWQ-3: Substantially Alter the Existing Drainage Pattern or the Site or Area

Development facilitated by the project has the potential to increase erosion, sedimentation and siltation of surface water which may occur due to the short-term disturbance of large quantities of earth during construction, as well as increased erosion potential in areas of new construction (i.e., due to vegetation removal, topsoil disturbance, etc.). New construction would also increase the amount of impervious surface, which may contribute the amount of surface runoff such that it could result in flooding on- or off-site or redirect flood flows.

As discussed in the Draft EIR, the construction of future development activities would be subject to conformance with the Construction General Permit, including preparation of a SWPPP that identifies applicable construction BMPs related to erosion control, sediment control, and wind erosion control. Through adherence to the regulatory framework regarding construction practices that minimize erosion, runoff, and flooding risks, these impacts would be less than significant.

Post-construction runoff would be addressed and mitigated through compliance with the Santa Ana and San Diego MS4 permit and various County of Riverside ordinances in place to reduce runoff and protect downslope water quality. Most notably, Ordinance No. 754 would ensure future development proposals are reviewed by the County of Riverside to verify that permeable areas are incorporated into site-specific project design. Other applicable County ordinances in place to protect long-term water quality include Ordinance No. 427 (Regulating the Land Application of Manure), Ordinance No. 457 (Building Codes and Fees), Ordinance No. 461 (Road Improvement Standards), Ordinance No. 592 (Regulating Sewer Use, Sewer Construction and Industrial Wastewater Discharges in County Service Areas), Ordinance No. 650 (Sewer Discharge in Unincorporated Territory), Ordinance No. 830 (Regulating the Land Application of Class A



Sewage Sludge for Agricultural Activities), and Ordinance No. 859 (Water-Efficient Landscape Requirements).

Considering these requirements, future development facilitated by the project would not result in significant impacts related to erosion or siltation, drainage, or flooding. Compliance with the regulatory framework would reduce impacts to a less than significant level. (Draft EIR page 4.10-30)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact HWQ-4: Release of Pollutants as a Result of Inundation by Seiche, Tsunami, or Mudflow

The project area is located over 25 miles from the Pacific Ocean. Thus, risk of inundation by tsunami is considered negligible. Portions of the project area are located within the dam breach inundation areas for Diamond Valley Lake and Lake Skinner. In addition, these lakes also represent a potential seiche hazard for the project area. Therefore, in flood hazard or seiche zones, there is a risk for the release of pollutants due to inundation.

Risk of pollutants due to inundation would be addressed and mitigated through compliance with NPDES requirements, the Santa Ana and San Diego MS4 permit, and various County of Riverside ordinances in place to reduce runoff and protect downslope water quality. Most notably, Ordinance No. 754 would ensure future development proposals are reviewed by the County of Riverside to verify that future development proposals reduce pollutants in stormwater discharges to the maximum extent practicable. This Ordinance would require that a variety of standards and BMPs associated with controlling stormwater runoff are incorporated into site-specific project design. Other applicable County ordinances in place to protect long-term water quality include Ordinance No. 427 (Regulating the Land Application of Manure), Ordinance No. 457 (Building Codes and Fees), Ordinance No. 461 (Road Improvement Standards), Ordinance No. 592 (Regulating Sewer Use, Sewer Construction and Industrial Wastewater Discharges in County Service Areas), Ordinance No. 650 (Sewer Discharge in Unincorporated Territory), Ordinance No. 830 (Regulating the Land Application of Class A Sewage Sludge for Agricultural Activities), and Ordinance No. 859 (Water-Efficient Landscape Requirements).

Considering these requirements, future development facilitated by the project would not result in significant impacts concerning release pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Compliance with the regulatory framework would reduce impacts to a less than significant level. (Draft EIR page 4.10-32)

Mitigation Measures

No mitigation is required.



Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact HWQ-5: Conflict With or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

Water Quality Control Plan

As discussed, the project area is located within the Santa Ana Regional Water Quality Control Board (RWQCB) and the San Diego RWQCB. More specifically, the northern portion of the project area is covered under the Water Quality Control Plan for the Santa Ana River Basin and the southern portion of the project area is covered under the Water Quality Control Plan for the San Diego Basin.^{3,4} Each Basin Plan includes specific water quality objectives according to waterbody type (i.e., surface waters and groundwater as well as a number of water quality control plans and policies adopted by the State Water Resources Control Board (SWRCB) that apply to each region. In addition, the project area's southern portion is within the Upper Santa Margarita Watershed Integrated Regional Water Management Plan (IRWMP) area. The Upper Santa Margarita Watershed IRWMP goals are to:

1. Increase diversification of the water supply portfolio
2. Maximize groundwater potential
3. Protect and improve local surface water quality
4. Promote integrated flood management
5. Protect, restore and enhance aquatic/riparian habitat
6. Promote economic, social, land use and environmental sustainability

The project would not conflict with applicable goals and policies of the Basin Plans and Upper Santa Margarita Watershed IRWMP. As indicated under Impact Statement HWQ-1, project implementation would not result in significant construction-related impacts to water quality and surface and groundwater quality following conformance with the Construction General Permit, preparation of a SWPPP, and implementation of construction BMPs, the project's short-term impacts to water quality and surface and groundwater quality would be less than significant. The project would not result in significant impacts to groundwater following compliance with the existing regulatory framework (Draft EIR Impact Statement HWQ-2). Future development proposals would be subject to a variety of laws, ordinances, and policies in place to protect and improve water quality and the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality; refer to Draft EIR Impact Statement HWQ-1. The project would result in less than significant impacts to riparian or other sensitive natural communities. Future development proposals would consider the goals and objectives of the Basin Plan and Upper Santa Margarita Watershed IRWMP and would not conflict with or obstruct plan implementation. Therefore, a less than significant impact would occur in this regard.

3 Santa Ana RWQCB, *Water Quality Control Plan for the Santa Ana River Basin*, February 2016.

4 San Diego RWQCB, *Water Quality Control Plan for the San Diego Basin*, September 1, 2021.



SGMA Plan

The project overlies the Lower Santa Jacinto River Watershed and Murrieta Creek Watershed in Riverside County.⁵ According to the California Department of Water Resources (DWR), the West San Jacinto River Watershed is categorized as a “high” priority basin.⁶ In September 2021, EMWD developed its Groundwater Sustainability Plan (GSP) for the San Jacinto Groundwater Basin in compliance with the Sustainable Groundwater Management Act (SGMA). The GSP identifies the following long-term sustainable management practices for the Basin:

- Maintaining sufficient groundwater in storage to allow for ongoing groundwater production that meets the operational demands of groundwater users in the Plan Area.
- Protecting beneficial uses such as municipal and domestic supplies of fresh groundwater resources in the Lakeview and Perris North Groundwater Management Zones (GMZs) to the extent possible, by minimizing the northward and eastward migration of brackish groundwater from the Perris South GMZ.
- Avoiding subsidence related to groundwater production that substantially interferes with surface land uses.
- Ensuring that groundwater production does not result in significant and unreasonable loss of groundwater dependent ecosystems

There is no GSP established for the Murrieta Creek Watershed as it is categorized as a “very low” priority basin by the DWR.⁷

Future development proposals would be subject to several Federal, State, and local requirements for avoiding and minimizing construction and operations impacts to groundwater supplies, including the Construction General NPDES Permit (General Plan Policy OS 3.4), California State Water Resources Control Board Order No. 2013-0001-DWQ, and County Ordinance No. 754. Future development would be required to incorporate features to reduce impervious area, as feasible, and promote water infiltration. Treatment control and hydromodification management facilities would promote stormwater retention and infiltration. Redevelopment of developed sites would require compliance with water quality standards intended to reduce runoff, increase infiltration, and improve water quality. As a result, the project is not anticipated to conflict with the long-term sustainable management practices for the Basin identified by the GSP. Impacts would be less than significant in this regard. (Draft EIR page 4.10-33)

Mitigation Measures

No mitigation is required.

5 Department of Water Resources, *SGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed November 19, 2021.

6 Ibid.

7 Department of Water Resources, *SGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed November 19, 2021.



Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.8 SECTION 4.14: POPULATION AND HOUSING

Impact PHE-1: Unplanned Population Growth

The project proposes land use and policy changes that would facilitate development within the project area. Two key project components involve changes with potential to induce substantial unplanned population growth in the project area: land use designation and future consistency zoning changes within the Winchester Policy Area; and removing the residential density restriction within the Highway 79 Policy Area. The Draft EIR determined that the project would induce population growth in the County directly through development of residential uses but could also decrease population growth directly through fewer employment-generating land uses. The forecast population growth associated with the project would occur incrementally through 2040, allowing for development of necessary services and infrastructure commensurate with the proposed growth. Future development projects will be subject to the regulatory framework indicated above including the application of General Plan policies LU 5.1, LU 5.2, C 1.1 and C 1.5 which will ensure that future growth does not exceed the capacity of the necessary infrastructure and circulation systems in the project area. Therefore, the project's potential impacts concerning inducing substantial unplanned population growth in the County directly or indirectly, would be less than significant, and no mitigation is required. (Draft EIR page 4.14-8)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact PHE-2: Displacement of Substantial Number of People or Housing

The project identifies a land use plan and related planning policies to guide change, promote quality development, and implement the community's vision for the area. Future development within the project area could result in the elimination of existing buildings, including homes; however, this potential already exists with the adopted General Plan as all properties are designated for some form of future development or conservation. The project intends to allow for future development of a greater variety and density residential uses, in combination with non-residential and mixed-use development within the Winchester area. As the project would not directly remove any existing housing or displace a substantial number of existing people or housing, there would be no need to construct replacement housing. As such, impacts would be less than significant.

Further, as previously mentioned, the project proposes to reduce existing non-residential land uses, therefore, project implementation would not induce population growth through employment-generating land uses. The approximately 7.5 million square feet reduction in non-residential land uses proposed by the project is forecast to reduce employment potential by approximately 10,055 jobs within the project area.



This decrease in employment potential could result in less demand for housing within the project area, as fewer employees and their families would be expected to relocate to the project area to be closer to employment opportunities. Nonetheless, numerous alternative housing opportunities would be available to existing and future employees. The project is estimated to provide an additional 12,329 DU, which would be available to those employees. Further, based on the County's vacancy rate of 13 percent, 109,265 DU are available (vacant), as of January 1, 2021, within the County, further supporting that existing and future employees would have adequate housing and impacts would be level of less than significant. (Draft EIR 4.14-10)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.9 SECTION 4.15: PUBLIC SERVICES

Impact PS-1: Increased Demand for Fire Protection Services

The project proposes land use and policy changes that would facilitate future development within the project area. Project implementation would increase the project area's residential uses by approximately 12,329 DU's, with corresponding population growth, which would incrementally increase the demand for fire protection services to residential, commercial, and light industrial uses within the project area. However, project implementation would also decrease the project area's non-residential land uses by approximately 7.5 million square feet, which would incrementally decrease the demand for fire protection services to non-residential land uses within the project area. It should be noted that feasible future development under the proposed project is assumed to occur over through 2040; thus, any increase in demand for Riverside County Fire Department (RCFD) services would occur gradually as additional development and associated population growth is added to the project area. As concluded in Draft EIR Section 4.12, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

Depending on the future development's location and opening year, future development could impact fire protection services response times to the project area, which could warrant construction of new fire protection facilities. To eliminate this impact, future development would be subject to compliance with General Plan Policy LU 10.1 and Ordinance No. 659, *Development Impact Fees*, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new fire facilities. The County requires payment of developer mitigation fees prior to Building and Safety Department final inspection for any residential dwelling, mobile home, commercial retail establishment, business park office, or light industrial facility. The fees would serve for the construction and acquisition of public facilities. Payment of these fees would assist in the funding and construction of new RCFD fire protection facilities and would minimize the project's operational impacts to fire protection services to the greatest extent practicable.

Future development facilitated by the project would also be required to adhere to 2019 California Fire Code and Ordinance No. 787, *Adoption of 2016 Fire Code*, which minimizes the demand upon fire stations,



personnel, and equipment. Future development would also be required to adhere to Policy S.4.1 (Fire Hazard Severity Zone development requirements), Policy S 4.5 (Future development to be located where fire and emergency services are available) and Policy S 4.15 (Implement long-range fire safety planning). The County and RCFD would review future residential development through the County's entitlement review process to ensure compliance with relevant fire protection standards. These standards include providing minimum fire department access, fire flow requirements, and building construction standards. Fire flow requirements are based upon building size and building construction type. The latest fire regulations require all buildings to be equipped with a fire sprinkler system, including residential uses.

Additionally, depending on the future development's location and opening year, future development could impact fire protection services response times to the project area, which could warrant construction of new fire protection facilities. Therefore, project implementation could result in adverse physical impacts associated with the provision of a new or physically altered fire protection facility. The actual need for a new fire station or alteration to an existing station would be verified and dependent upon RCFD's response times and capacities at the time the entitlement application is submitted to the County. Future construction and operation of a new fire station would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. A less than significant impact would occur, and no mitigation is required. (Draft EIR page 4.15-12)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact PS-2: Increased Demand for Police Protection Services

The Riverside County Sherriff Department (RCSD) provides sheriff protection services and law enforcement to the County. One RCSD facility (the Murrieta Station) is located within the project area.

The project proposes land use and policy changes that would facilitate development within the project area. Project implementation would increase the project area's residential uses by approximately 12,329 DU, increasing the project area's population by approximately 35,139 (see Draft EIR Table 3-2, *Project Development Potential*), which would incrementally increase the demand for sheriff protection services to residential uses within the project area. However, project implementation would also decrease the project area's non-residential land uses by approximately 7.5 million square feet, which would incrementally decrease the demand for sheriff protection services to non-residential land uses within the project area. It should be noted that feasible future development under the proposed project is assumed to occur over through 2040; thus, any increase in demand for RCSD services would occur gradually as additional development and associated population growth is added to the project area. As concluded in Draft EIR Section 4.14, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

Draft EIR **Error! Reference source not found.**, *Estimated Sheriff's Department Protection Needs*, outlines the estimated staffing needs associated with future development according to staffing needs based on the



projected population increase through implementation of the project. Overall, the project would increase the need for RCSD protection personnel and equipment by approximately 69 new staff members and 18 patrol vehicles.

The County and RCSD would review future development through the County's entitlement review process to ensure compliance with relevant General Plan Policies LU 5.1, LU 5.2, and LU 10.1 in regard to providing adequate infrastructure and services, monitor the capacities of infrastructure and require fair share contribution for the funding of public facility infrastructure.

Depending on the future development's location and opening year, future development could impact sheriff protection services response times to the project area, which could warrant construction of new sheriff protection facilities. To eliminate this impact, future development would be subject to compliance with Policy LU 10.1 and Ordinance No. 659, *Development Impact Fees*, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new sheriff facilities. The County requires payment of developer mitigation fees prior to Building and Safety Department final inspection for any residential dwelling, mobile home, commercial retail establishment, business park office, or light industrial facility. The fees would serve for the construction and acquisition of public facilities. The RCSD's ability to support the needs of future growth is dependent upon their financial ability to hire additional deputies. In addition, a growing population would require the RCSD to secure sites for and construct new detention facilities on a timely basis. Payment of these fees would assist in the funding and construction of new sheriff facilities and would minimize the project's operational impacts to sheriff protection services to the greatest extent practicable.

Additionally, project implementation could result in adverse physical impacts associated with the provision of a new or physically altered sheriff protection facility. The actual need for a new sheriff station or alteration to an existing station would be verified and dependent upon RCSD's service response times and capacities at the time the entitlement application is submitted to the County. Future construction and operation of a new sheriff station would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Adherence to the Policy LU 10.1 and Ordinance No. 659 would reduce impacts to a less than significant level. (Draft EIR page 4.15-14)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact PS-3: Objectives for Schools

Project implementation could result in adverse physical impacts associated with the provision of a new or physically altered school facility. Regardless, the actual need for a new school facility or alteration to an existing facility would be verified and dependent upon the school district's capacities at the time the entitlement application is submitted to the County. Construction and operation of a new school would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Given it is unknown if, and when a school would be constructed, and since



construction and operation would be subject to review under CEQA, the project would not result in an adverse physical effect on the environment concerning a future school. A less than significant impact would occur, and no mitigation is required.

Future development facilitated by the project would generate student population growth in both the Hemet Unified School District (HUSD) and Menifee Union School District (MUSD) which would incrementally increase the demand for school facilities and services. It is the County's policy to monitor public services in coordination with applicable school districts to ensure that growth does not exceed acceptable levels of service (Policy LU-5.2). Any future housing development facilitated by the project would be subject to compliance with SB 50 requirements, which allow school districts to collect impact fees from developers of new residential projects to offset the cost of new development. Pursuant to SB 50, payment of fees to the applicable school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual development projects occurring under the proposed project would be required to pay the required SB 50 statutory fees, so that school facilities can be constructed/expanded, if necessary, to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact PS-4: Objectives for Libraries

The French Valley Library is the only library within the project area located at 31526 Skyview Road. Project implementation would increase the project area's residential uses by approximately 12,329 DU, with corresponding population growth, which would incrementally increase the demand for library facilities within the Riverside County Library System (RCLS). It should be noted that feasible future development under the proposed project is assumed to occur over through 2040; thus, any increase in demand for library services would occur gradually as additional development and associated population growth is added to the project area. As concluded in Draft EIR Section 4.12, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

To reduce impacts to library services, future development would be subject to compliance with General Plan Policy LU 10.1 and Ordinance No. 659, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new library facilities. As noted in Draft EIR Section 4.15, a portion of the project area is within CSA 146, Lakeview/Nuevo/Romoland/Homeland, which provides library services to the project area. Future development within this CSA will be subject to special taxes and assessments for library services. For future development outside of CSA 146, the RCLS ultimately will be responsible for future modifications and or expansion to accommodate growth within its service area. Further, future development projects would have access to the recently opened Menifee Library, located west of the project area at 28798



La Piedra Road. The Menifee Library is also managed by the RCLS and would assist in accommodating growth facilitated by the project. As a result, impacts to library services would be less than significant. (Draft EIR page 4.15-17)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.10 SECTION 4.16: RECREATION

Impact REC-1: Increase in the Use of Parks and Recreational Facilities That Would Result in Substantial Physical Deterioration

The project proposes land use and policy changes that would facilitate development within the project area. Project implementation would increase the project area's population, which would incrementally increase the use of existing recreational facilities such that physical deterioration could occur or be accelerated. However, the project area has an existing surplus of parkland of approximately 1,006 acres, assuming the existing land use designations and approximately 506 acres of existing resources. Additionally, Draft EIR **Error! Reference source not found.**, *Quimby Standard Existing and Revised Condition*, presents the existing parkland with project proposed parkland demand based on the Quimby standard. As shown in Draft EIR **Error! Reference source not found.**, based on the forecast population and 3 acres of parkland per 1,000 residents, the project area's future parkland demand would be approximately 611 acres. While the project would reduce recreational lands by 9 acres, there would remain 998 acres of surplus parkland. Ordinance No. 328 would maintain the integrity and quality of existing parkland while Policy OS 20.3 would require that parklands absorbed by other uses be replaced by improved facilities or programs.

Therefore, sufficient excess park and recreation land would exist to meet the forecast demand that would be generated by future residential development facilitated by the project, which would also avoid the overuse of existing recreational facilities such that substantial physical deterioration would occur or be accelerated.

It is the County's policy (LU 5.1) that development does not exceed the ability to adequately provide supporting infrastructure and services, such as recreational facilities. Therefore, the effects to existing parkland and availability of adequate parkland would be addressed on a project-by-project basis through compliance with CEQA. Additionally, future residential development facilitated by the project that involves the subdivision of land would be subject to compliance with Ordinance No. 460, which includes requirements for providing open space and the dedication of land or payment of in lieu fees for park or recreation purposes, whenever land that is proposed to be divided for residential use. Compliance with Ordinance No. 460 would be addressed on a project-by-project basis for individual projects within the project area. The County's General Fund provides an additional source of funding for the maintenance and construction of new parks and recreation facilities, including property taxes collected from residents. As such, following compliance with the established regulatory framework, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of existing neighborhood or regional parks would occur. Therefore, impacts would be less than significant, and no mitigation is required.



Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact REC-2: Require or Include the Construction or Expansion of Recreational Facilities

The project proposes land use and policy changes that would facilitate development within the project area. As concluded in Impact Statement REC-1 above, the project would create a demand for approximately additional 105 acres of parkland, for a total of approximately 611 acres. However, the project area's existing park and recreation land supply of approximately 1,609 acres would exceed the future parkland demand by approximately 998 acres; therefore, based on existing parkland, sufficient excess park and recreation land would exist to meet the increased demand generated by the project.

Additionally, all future residential development facilitated by the project that involves the subdivision of land would be subject to compliance with Ordinance No. 460, which includes requirements for providing open space and the dedication of land or payment of in lieu fees for park or recreation purposes, whenever land that is proposed to be divided for residential use. Adherence to mandatory discretionary permit requirements and regulations for providing recreation would support the County's goals for providing sufficient recreation opportunities for residents. If in the future it is determined that construction of new recreational facilities is warranted, that proposal would be subject to discretionary permits and CEQA evaluation prior to approval to determine whether adverse physical effects on the environment would occur. Therefore, the project would not result in an adverse physical effect on the environment concerning construction or expansion of recreational facilities. Impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.11 SECTION 4.17: TRANSPORTATION

Impact TRA-1: Conflict with a Current Plan, Ordinance or Policy

The project would amend the HWVAP, SWAP, SCMVAP, and SJVAP of the General Plan to remove the current Highway 79 PA and thereby remove the nine percent reduction in density for residential projects. Revisions to remove the Highway 79 PA would be carried throughout the General Plan document, where necessary, for internal consistency. Additionally, revisions to several policies within the Area Plans would occur as part of the project in order to address the transition from Level of Service (LOS) to Vehicle Miles Traveled (VMT) thresholds in environmental assessment.



Rather, the project identifies a land use plan and related planning policies to guide change, promote quality development, and implement the community's vision for the area. Therefore, future implementing projects facilitated by the project may result in construction and operational impacts that could generate traffic volumes that would conflict with a program plans, ordinance or policy addressing the circulation system.

Construction Impacts

Temporary construction-related impacts are anticipated to include grading to construct buildings, access roads, signage, lighting, landscaping, onsite utilities, trails, and necessary infrastructure improvements to support implementing projects. Additional truck traffic and general traffic congestion are likely to occur during construction, which would result in temporary impacts to performance of the circulation system in the project area. No specific implementing project plans have been made at this time; however, site-specific Traffic Management Plans (TMPs) would be required to be implemented for each individual implementing project at the time of project design, to reduce traffic and circulation impacts resulting from construction.

Operational Impacts

The project would support future development of increased residential densities as well as commercial development. Long-term operational traffic resulting from the project would contribute to degradation to the performance of the circulation system in the project area in comparison to existing conditions. Applicable plans, policies, and regulations are discussed in Draft EIR Section 4.17.2, *Regulatory Setting*.

Caltrans. Caltrans oversees the State's highway system. Caltrans construction practices require temporary traffic control planning during activities that interfere with the normal function of a roadway. The project does not propose site-specific development. However, it does propose land use and policy changes that would facilitate development within the project area. Future development facilitated by the project could include modifications to Caltrans facilities, and thus, would be required to conduct site-specific traffic impact analyses relative to Caltrans facilities and comply with Caltrans requirements.

2020-2045 RTP/SCS (Connect SoCal). Southern California Association of Governments (SCAG)'s 2020-2045 RTP/SCS aims to better align transportation investments and land use decisions, by striving to improve mobility and reduce greenhouse gases not just by building new and bigger infrastructure, but also by bringing housing and jobs closer together, making commutes shorter and making it easier to get around without a car. The SCAG region is comprised of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The project area is located in western Riverside County. Project objectives include reducing distances between housing, workplaces, commercial uses, and other amenities and destinations; and promoting more compact development and land use synergy (e.g., residents provide patrons for commercial uses, which provide amenities for residents). The project would also revise several policies within the Circulation Element to address the transition from LOS to VMT thresholds in environmental assessments such as this document. Further, future development projects would be evaluated by the County on a case-by-case basis to ensure that adequate access and circulation to and within the development would be provided and impacts to motorists, bicyclists, pedestrians, and transit users are minimized. As such, the project would improve mobility, accessibility, reliability, and travel safety in the project area, which indirectly connects to the overall mobility, accessibility, reliability, and travel safety of the people and goods in the SCAG region.

County of Riverside General Plan. The General Plan Circulation Element's intent, among others, is to provide a plan to achieve a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the General Plan's rural, suburban, or urban context. As discussed in Draft EIR Section 3.0, *Project Description*, the project



proposes to amend the existing HVWAP, SWAP, SCMVAP, and SJVAP to remove the current Highway 79 PA, and thereby remove the nine percent reduction in density for residential projects. The removal of this policy area would allow for full development of residential uses throughout the Highway 79 PA, increasing the potential residential development capacity within by nine percent. No land use designation changes are proposed associated with the amendment; it is limited to removing the development restriction on residential uses. Revisions to remove the Highway 79 PA would be carried throughout the General Plan document, where necessary, for internal consistency.

Future development facilitated by the project could modify existing or propose new transit, roadway, bicycle, and pedestrian facilities, and thus, would be subject to discretionary permits and be required to comply with all applicable County General Plan Circulation Element policies and Riverside County regulations, as well as the service providers' (e.g., RTA, Caltrans) relevant facility design standards. This includes policies and regulations required to improve public access and safety for people who walk and bike, and to improve the transportation system, as applicable.

In addition, future development in the project area would be subject to payment of applicable County Development Impact Fees including the TUMF and would be conditioned to construct roadway improvements as required to address access and capacity needs and meet General Plan policies.

As a result, future development facilitated by the project would not conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, impacts would be less than significant, and no mitigation is required. (Draft EIR page 4.17-16)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact TRA-3: Increase in Hazards Due to a Geometric Design Feature

Future development facilitated by the project would primarily use existing roadways that are connected and adjacent to developable land. The County has adopted the California Fire Code, which applies to all proposed development. Pursuant to the Riverside County Fire Code, new construction accommodated by the proposed project would be required to demonstrate compliance with emergency access design standards as part of new construction to provide sufficient access for emergency equipment; refer to Ordinance No. 787. Riverside County Ordinance No. 787 and the California Fire Code also set minimum standards for access road dimension, design, grades, and other fire safety features. Future development would also be subject to Riverside County Ordinance No. 461 which details road improvement standards and specifications for development projects within the County, including design features. More stringent California Building Code (CBC) standards also apply regarding new construction and development of emergency access issues associated with earthquakes, flooding, climate/strong winds, and water shortages.

While the details for future development facilitated by the project are not presently known, all future development with the potential to substantially increase transportation-related hazards would be subject to discretionary permits and CEQA evaluation. The potential for future development to substantially increase



hazards would be evaluated at the project-level when a development application is submitted. Future development facilitated by the project would be required to comply with applicable building and fire safety regulations required for the design of new development and emergency access. Additionally, future development would be required to adhere to all State and local requirements for avoiding construction and operations impacts related to design and incompatible uses. Further, adherence to the General Plan policies listed above would encourage the use of design features which would enhance public safety. As a result, future development facilitated by the project would not substantially increase hazards due to design features or incompatible uses, and the impact would be less than significant. (Draft EIR page 4.17-23)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.12 SECTION 4.18: TRIBAL CULTURAL RESOURCES

Impact TCR-1: Significant Impact to a Tribal Cultural Resource

The project area is known to be sensitive for tribal cultural resources and contains resources that may be significant. As discussed further, below, future development projects will be required to analyze and address any potential impacts to tribal cultural resources prior to approval of such development project.

Therefore, given that: 1) the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search found that sites have been located within the area of potential effects (APE); 2) the aforementioned studies involve properties within the project area that have previously recorded resources; and 3) the amount of vacant, undisturbed lands that remain within the project area, the potential exists for tribal cultural resources to be present in the project area.

The project proposes land use and policy changes within the Winchester PA that would facilitate housing development. Compliance with General Plan Policies OS 19.2 through 19.4 would ensure that proposals are adequately reviewed for tribal cultural resources prior to approval; that appropriate mitigation measures are developed and incorporated into project design and/or conditions of approval; and, that all applicable State and Federal regulations protecting tribal cultural resources are applied as warranted. Future development projects approved by Riverside County also include a set of conditions of approval that are enforced by the County and are implemented at various stages of the land use development process. Project applicants must satisfy their conditions of approval before being permitted to begin the development process' subsequent stages (for example, requirements that must be met before a subdivision map can be recorded, before a grading permit, building permit or occupancy can be issued, etc.). This regulatory framework would reduce potential impacts to tribal cultural resources to a less than significant level. (Draft EIR page 4.18-13)

Mitigation Measures

No mitigation is required.



Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.13 SECTION 4.19: UTILITIES AND SERVICE SYSTEMS

Impact UTL-1: Require New or Relocated Facilities

The project proposes land use and policy changes that would facilitate future development within the project area. Project implementation would increase the project area's residential uses by approximately 12,329 DU, with corresponding population growth, which would incrementally increase the demand for utility and service system infrastructure. However, project implementation would also decrease the project area's non-residential land uses by approximately 7.5 million square feet, which would incrementally decrease the demand for utility and service system infrastructure.

Nonetheless, future development associated with implementation of the project may require or result in the relocation or construction of new or expanded utilities (i.e., water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities). It should be noted that feasible future development under the project is assumed to occur through 2040; thus, any increase in demand for new or expanded utilities would occur gradually as additional development and associated population growth is added to the project area. As concluded in Draft EIR Section 4.14, *Population and Housing*, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

The actual need for new or expanded systems would be verified and dependent upon the provider's capacities at the time the entitlement application is submitted to the County. Where new or expanded systems/infrastructure or facilities would be warranted to ensure adequate capacity, environmental impacts would be associated with facility construction to the extent that its location, construction methods, and operations affect the site and surrounding land uses. Construction and operation of new systems/infrastructure or facilities would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur.

In addition, the County would review future development on a project-by-project basis through the County's entitlement review process to ensure compliance with applicable existing Riverside County ordinances and policies. Future development would be subject to compliance with Ordinance No. 659, which requires that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new utility facilities. Ordinance No. 592 would regulate sewer construction, sewer use, and industrial wastewater discharges and provide for equitable distribution of the costs. Ordinance No. 650 would regulate the discharge of sewage in the unincorporated territory of the County. Ordinance No. 682 would regulate construction, reconstruction, abandonment, and destruction of wells. Compliance with these existing County Ordinances, in addition to relevant General Plan policies (LU 5.2 and 5.3, OS 3.1, OS 3.2, OS 4.1 through OS 4.4, OS 16.1, OS 16.13, OS 16.14, and C 25.1) and the mitigation measures included in this EIR would reduce potential environmental impacts from construction of new or expanded utilities to less than significant. (Draft EIR page 4.19-13)



Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact UTL-2: Require New or Expanded Water Supplies

As shown in Draft EIR **Error! Reference source not found.**, *Estimated Project Water Demand*, project buildout would generate a water demand of approximately 4,481 AFY. In 2018, new landmark water conservation legislation was signed into law including AB 1668 and SB 606, which lay out a new long-term water conservation framework for California. Under this legislation, new standards were established for indoor and outdoor residential water use; commercial, industrial, and institutional water use for landscape irrigation with dedicated meters; and water loss.⁸ In addition to these water management efforts, more efficient household appliances and fixtures have contributed to significant reductions in residential indoor water use in recent years. As a result, the most recent State residential water usage standard of 55 gallons per person per day was used to calculate the estimated residential project water demand shown in Draft EIR **Error! Reference source not found.** (resulting in a total of 180.4 gallons per day [gpd] based on an average of 3.28 persons per household in Riverside County according to census data).

As described above, EMWD's Urban Water Management Plans (UWMPs) anticipate that water supplies would exceed water demands for normal, single dry, and multiple dry-year conditions through 2045. It is also noted that EMWD is able to purchase additional water from MWD to meet demands. However, UWMP forecast demands are based on adopted General Plans. As indicated in Draft EIR **Error! Reference source not found.**, the proposed project's water demand would be approximately 4,481 AFY greater than the water demands identified for the project area in the General Plan. Thus, the water demands assumed in the UWMP would be exceeded with project implementation and the potential exists that EMWD would not have sufficient water supply to serve future development through 2045, including in dry and multiple-dry years.

As noted, feasible future development under the project is assumed to occur through 2040; thus, any increase in water demands would occur gradually as additional development and associated population growth is added to the project area. In addition, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure; refer to Draft EIR Section 4.14.

Nonetheless, the County of Riverside and EMWD would review future development on a project-by-project basis through the County's entitlement review process and EMWD's Will-Serve process to ensure the availability of water supplies. Where applicable, in compliance with SB 221 and SB 610 requirements, future development would be required to demonstrate adequate water supply with either a signed Water Availability Form, "Will-Serve" letter, or Water Supply Assessment from EMWD, depending on the size of the project (see State CEQA Guidelines section 15155 for a definition of a "water demand project" that would be subject to a water supply assessment). Compliance with these existing processes, in addition to relevant General Plan policies (LU 5.2 and 5.3, OS-4.1 through OS 4.4, and C-25.1) would ensure consistency with the UWMP

⁸ California Department of Water Resources, 2018 Water Conservation Legislation, <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation>, accessed January 6, 2022.



and reduce impacts on water supply. The County would also enforce all existing laws and regulations pertaining to water conservation, including relevant water efficiency standards enumerated in the CCR and CBC; refer to Draft EIR Section 4.19.2, *Regulatory Setting*.

EMWD has also recently developed programs to help accommodate increases in demand during dry years, including the planned Enhanced Recharge and Recovery Program (ERRP) project, which would allow EMWD to rely more heavily on groundwater supplies to meet demand in dry years.⁹ As buildout of the project would occur incrementally through 2040 and impacts related to population would be less than significant, compliance with existing laws, regulations, and General Plan policies pertaining to water conservation would reduce potential environmental impacts to EMWD water supplies to less than significant.

Mitigation Measures

No mitigation is needed.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact UTL-3: Inadequate Wastewater Treatment Capacity

The wastewater treatment requirements issued by the Regional Water Quality Control Board (RWQCB) for the Regional Water Reclamation Facility (RWRF) were developed to ensure that adequate levels of treatment would be provided for the wastewater flows from all land uses within its service area. The project's wastewater generation is shown in Draft EIR **Error! Reference source not found.**, *Estimated Project Wastewater Generation*. As indicated in **Error! Reference source not found.**, the project's estimated wastewater generation is 3,911 AFY.

As described above, EMWD has capacity for up to 15,700 AFY at the San Jacinto RWRF, with an ultimate capacity of 30,000 AFY. EMWD's total capacity is 84,100 AFY, with an ultimate capacity of 219,400 AFY in 2040. However, forecast demands for wastewater treatment are based on adopted General Plans. As indicated in Draft EIR **Error! Reference source not found.**, the proposed project's wastewater treatment demand would be approximately 3,911 AFY greater than the wastewater treatment demands identified for the project area in the General Plan. Therefore, the potential exists that EMWD would not have sufficient wastewater treatment capacity to serve future development through 2045 in addition to EMWD's existing commitments.

As noted, feasible future development under the project is assumed to occur through 2040; thus, any increase in water demands would occur gradually as additional development and associated population growth is added to the project area. In addition, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure.

Nonetheless, the County of Riverside and EMWD would review future development on a project-by-project basis through the County's entitlement review process and EMWD's Will-Serve process to ensure adequate capacity exists for wastewater treatment. Future development would be required to comply with the RCC

⁹ ESA, *Eastern Municipal Water District San Jacinto Valley Water Banking – Enhanced Recharge and Recovery Program Draft EIR*, April 2018.



and EMWD regulations to connect to the EMWD sewer system. This would include the payment of a sewer connection fee to construct new sewer infrastructure and/or incremental expansions to the existing sewer system to accommodate individual development to preclude any impact of the development on the sewer system. Compliance with these existing processes, in addition to relevant General Plan policies (Policies LU 5.2 and 5.3, OS 3.1, OS 3.2, and OS 16.1) would ensure consistency with the wastewater generation assumptions identified in the 2020 UWMP. The County would also enforce all existing laws and regulations pertaining to wastewater generation and treatment, including CCR laws requiring water-efficient plumbing fixtures in structures.

As buildout of the project would occur incrementally through 2040 and impacts related to population would be less than significant, compliance with EMWD's Will-Serve process, in addition to existing laws, regulations, and General Plan policies pertaining to wastewater would reduce impacts to less than significant. (Draft EIR page 4.19-16)

Mitigation Measures

No mitigation is needed.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact UTL-4: Generate Solid Waste in Excess of State or Local Standards

As provided in Draft EIR **Error! Reference source not found.**, *Estimated Solid Waste Generation*, the proposed project's solid waste generation would be approximately 13,148 tons per year greater than the solid waste generation identified for the project area in the General Plan.

As shown in Draft EIR **Error! Reference source not found.**, El Sobrante Landfill and the Lamb Canyon Landfill have a combined daily throughput maximum of approximately 21,054 tons. The project's solid waste (13,148 tons per year, or approximately 36 tons per day), would represent less than one percent of El Sobrante Landfill and Lamb Canyon Landfill's daily throughput. The Lamb Canyon Landfill and El Sobrante Landfill have capacity until 2029 and 2060, respectively. Additionally, the Lamb Canyon Landfill has expansion capacity potential.

Therefore, project disposal requirements can be met by the existing landfills and the project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. Impacts would be less than significant in this regard. (Draft EIR page 4.19-17)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.



Impact UTL-5: Comply With Federal, State and Local Statutes and Regulations for Solid Waste

As discussed above, solid waste disposal requirements can be met by the existing landfills and the project would not generate solid waste in excess of State or local standards. Future implementing projects would also be subject future legislation taking effect intended to reduce solid waste impacts statewide, such as SB 1383. In September 2016, the State set methane emission reduction targets for California in SB 1383, intended as a statewide effort to reduce emissions of short-lived climate pollutants (like organic waste) in various sectors of California's economy. SB 1383 establishes statewide targets to reduce the amount of organic waste disposed of in landfills (50 percent reduction by 2020 and 75 percent by 2025). It also sets a goal to rescue at least 20 percent of currently disposed edible food by 2025 and redirect that food to people in need. From 2016-2020, CalRecycle worked to develop regulations to achieve the goals of SB 1383. These new regulations were finalized by CalRecycle in November 2020 and went into effect in January 2022. Future development within the project area would be required to comply with all applicable Federal, State and local waste regulations, and impacts would be less than significant in this regard.

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

7.14 SECTION 4.20: WILDFIRE

Impact WF-1: Impairment of an Adopted Emergency Response or Evacuation Plan

As shown in Draft EIR Exhibit 4.20-1 and Exhibit 4.20-2, portions of the project area are in or near lands classified Very High Fire Hazard Severity Zone (VHFHSZ) and portions of the project area are in or near a State Responsibility Area (SRA). The project proposes land use and policy changes that would facilitate development within the project area. Therefore, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ.

The RCFD has adopted a 2009-2029 Strategic Plan and a 2020 Unit Strategic Fire Plan. The 2009-2029 Strategic Plan details RCFD's goals and strategies for proactively coordinating fire facility, service and Riverside County equipment needs for 2009-2029 to maintain response times in the event of an emergency. The 2020 Unit Strategic Fire Plan's overall goal is to reduce total government costs and citizen losses from wildland fire in the Riverside Unit by protecting assets at risk through focused pre-fire management prescriptions and increasing initial attack success. The plans outlined above would reduce impacts related to the impairment of an emergency response or activation plan. Specific developments allowed under the proposed project would be required to be compatible with the provisions of these plans.

Thus, project implementation is not anticipated to impair an adopted emergency response plan or emergency evacuation plan. The potential to impair an adopted emergency response plan or emergency evacuation plan would be addressed on a project-by-project basis for individual projects within the project area and conditions of approval and/or mitigation would be placed on proposed projects to address any potential impacts, consistent with the Safety Element and Ordinance No. 787, which adopts the California Fire Code (CFC), as amended, to govern the safeguarding of life and property from fire, explosion hazards and hazardous



conditions and to regulate the issuance of permits and collection of fees. Ordinance No. 787 also provides specifications for Fire Apparatus Access Roads. The County has outlined information, policies, and regulations regarding fire and other hazards in the Safety Element.

The project's adherence to State regulations (see Draft EIR Section 4.20.2, Regulatory Setting, for California Codes, California Emergency Services Act, and SEMS), County regulations (Ordinance No. 787 and RCFD Strategic Plans) would ensure that impacts related to emergency response and evacuation plans by ensuring that fire response times within acceptable limits and are not impeded as a result of future development accommodated by the project would have less than significant impacts. Emergency services and access is further described in Draft EIR Section 4.15. (Draft EIR page 4.20-13)

Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact WF-2: Exposure to Pollutant Concentrations from a Wildfire

As discussed above, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ; refer to Draft EIR Exhibit 4.20-1 and Exhibit 4.20-2. Because the project would both increase development and residential densities in or near areas susceptible to wildland fires, Project implementation could exacerbate wildfire risks in portion of the project area, thereby exposing future project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Safety Element Chapter 5 describes action items to reduce fire hazards, including removal or reduction of vegetation that constitutes fuel for fires in or near developed areas and the development of a network of firebreaks that reduce the potential spread of wildfires.

Furthermore, future development facilitated by the project would be required to comply with applicable provisions of the CBC, CFC (County Ordinance 787), and RCFD Standards pertaining to human health and safety. The County would review all project plans to ensure compliance with these regulations. The potential to exacerbate wildfire risks and thereby expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be addressed on a project-by-project basis for individual projects within the project area and conditions of approval and/or mitigation will be placed on projects to address any potential impacts, consistent with the Safety Element and Ordinance No. 787. Through proper site design and compliance with standard and emergency County access requirements, future development would not exacerbate wildfire risk, or expose future development site(s) to pollutant concentrations from a wildfire or uncontrolled spread of wildfire. (Draft EIR page 4.20-14)

Mitigation Measures

No mitigation is required.



Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact WF-3: Installation of Infrastructure that May Exacerbate Fire Risk

As discussed above, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ; refer to Draft EIR Exhibit 4.20-1 and Exhibit 4.20-2. Additionally, development facilitated by the project could require the installation of associated infrastructure that could exacerbate fire risk or result in temporary or ongoing environmental impacts. However, the potential for road maintenance, fuel breaks, emergency water sources, power lines, or other utilities to exacerbate fire risk or result in temporary or ongoing environmental impacts would be addressed on a project-by-project basis for individual projects within the project area; see also Draft EIR Section 4.10, Hydrology and Water Quality, and Section 4.19, Utilities and Service Systems. Each future development project would be reviewed and conditions of approval placed on the proposed project to address any potential impacts, consistent with the Safety Element's Fire Hazards section and Ordinance No. 787, which includes specifications regarding Fire Apparatus Roads. If new roads are proposed, due to the relatively fire-proof nature of roads, no adverse impacts are anticipated. In addition, roads provide fire or fuel breaks and routes for firefighters to access areas with wildland fires. Therefore, these improvements would be beneficial to reducing wildland fire hazards. Per Section 10.2.J (Land Division Improvements) of Ordinance No. 460, projects which are located in High Fire Hazard Areas as shown on the Riverside County General Plan Hazardous Fire Area Map require the following special fire mitigation measures:

1. Roofs, eaves and siding must be constructed with Class B fire resistant roofing materials;
2. A buffer of fire retardant landscaping for appropriate distances from structures; and
3. Water facilities improvements such as storage tanks as required by the Fire Chief.

In addition, several existing General Plan policies would reduce fire risk or result in temporary or ongoing environmental impacts from the installation or maintenance of associated infrastructure. General Plan Policy S 5.2 encourages continued operation of programs for fuel breaks, brush management, controlled burning, revegetation, and fire roads. Policy S 4.4 limits or prohibits development or activities in areas lacking water and access roads. Lastly, Policy S 4.1, which addresses proposed development (including associated infrastructure) states that all proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire and Building and Safety departments. Policy S 4.1 also states that all proposed development and construction shall meet minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use. To ensure future development facilitated by the project is designed to minimize potential wildfire risk, the future project(s) would be required to comply with applicable provisions of the CBC, CFC, Riverside County Ordinance Nos. 460 and 787, and RCFD Standards pertaining to human health and safety. The County will review all project plans to ensure compliance with these regulations. Following compliance with the established regulatory framework, the project would not exacerbate fire risk or result in temporary or ongoing environmental impacts from the installation or maintenance of associated infrastructure. Therefore, impacts would be less than significant, and no mitigation is required. (Draft EIR page 4.20-15)



Mitigation Measures

No mitigation is required.

Finding

The Board of Supervisors finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects would be less than significant, and no additional mitigation measures are required.

Impact WF-4: Exposure of People or Structures to Significant Risks, Including Flooding or Landslides

As discussed above, development facilitated by the project could be in or near a SRA and/or lands classified VHFHSZ; refer to Draft EIR Exhibit 4.20-1 and Exhibit 4.20-2. As a result, project implementation could 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. According to the California Geological Survey, steep terrain exists in and around the project area, there is a high potential for seismically induced rockfall and landslides to occur within the project area.¹⁰ As previously discussed, slope angles in the project area vary from less than 15 percent to 30 percent or greater. However, future development facilitated by the project would include hardscape and landscape improvements that would serve to stabilize the built environment. Portions of the project area are located within the Federal Emergency Management Agency (FEMA) 100-year floodplain. Future uses within or altering a 100-year floodplain or other FEMA-mapped flood hazard area would need to obtain a Letter of Map Revision (LOMR), Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision Based on Fill (CLOMR-F) that describes the effect that the proposed project or fill would have on the National Flood Insurance Program (NFIP) map. Additionally, per Policy S 4.1, for new construction and proposals for substantial improvements to residential and non-residential development within 100-year floodplains as mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA, Riverside County shall apply a minimum level of acceptable risk; and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency. Policy LU 9.4 allows development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and/or biologically sensitive resources. Wherever possible, development on parcels containing 100-year floodplains and blue line streams and other higher-order watercourses and areas of steep slopes adjacent to them shall be clustered so as to keep development out of the watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses. Adherence to FEMA regulations and the above General Plan policies would reduce impacts related to flooding and slope instability. The County has outlined information, policies, and regulations regarding fire and other hazards in the Safety Element and RCC. Safety Element Chapter 5 describes action items to reduce fire hazard within the County, including strict zoning and development regulations, removal or reduction of vegetation that constitutes fuel for fires in or near developed areas and the development of a network of firebreaks that reduce the potential spread of wildfires. Adherence to State and County codes, and emergency and evacuation plans set by the County would prevent impacts to people or structures from risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be less than significant in this regard. (Draft EIR page 4.20-16)

¹⁰ California Geological Survey, *Geologic Hazards Data and Maps Data Viewer*, <https://maps.conservation.ca.gov/geologichazards/>, accessed April 2, 2021.