

I-15 CORRIDOR SPECIFIC PLAN

Specific Plan No. 266, Amendment No. 2 Substantial Conformance No. 4

Project Sponsor: Lewis Investment Company, LLC
1156 North Mountain Avenue
Upland, CA 91786

Contact Person: Gil Prestwood, Vice President
(909) 949-7587

Lead Agency: Riverside County Planning Department
4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside, California 92502-1409

Contact Person: Andrew Gonzalez, Project Planner
(951) 955-2137

Prepared by: Albert A. Webb Associates
3788 McCray Street
Riverside, California 92506

Contact Person: Richard J. MacHott, Principal Environmental Planner
(951) 686-1070

Originally Approved: November 2, 1993
Substantial Conformance Approved: February 3, 1998
Amendment No. 1 Adopted: December 23, 2002
Amendment No. 2 Adopted: March 11, 2008
Substantial Conformance No. 4 Approved: July 15, 2008

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

203 B



FROM: TLMA - Planning Department

SUBMITTAL DATE:
February 21, 2008

SUBJECT: Resolution No. 2008-138 to adopt Amendment No. 2 to Specific Plan No. 266;
Second Supervisorial District; Prado-Mira Loma Zoning District; Eastvale Area Plan.

RECOMMENDED MOTION:

ADOPTION of Resolution No. 2008-138, Adopting Amendment No. 2 to Specific Plan No. 266.

BACKGROUND: Specific Plan No. 266 Amendment No. 2 and Change of Zone No. 7480 were tentatively approved by the Board of Supervisors on November 27, 2007.

DATE 2/27/08
Tina Grande
Departmental Concurrence

Ron Goldman
Planning Director

RG:cv

Policy
 Policy

Consent
 Consent

Dept Recomm.:
Per Exec. Ofc.:

MINUTES OF THE BOARD OF SUPERVISORS

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

Ayes: Buster, Tavaglione, Stone, Wilson and Ashley
Nays: None
Absent: None
Date: March 11, 2008
xc: Planning, Bldg. & Safety, Applicant

THE FOREGOING IS A FULL, TRUE AND CORRECT COPY OF A MINUTE ORDER OF THE BOARD OF SUPERVISORS ENTERED ON March 11, 2008
Dated: 3/18/08
NANCY ROMERO, Clerk of the Board
Supervisors, County of Riverside, California
By: Karen Barton, Deputy

Prev. Agn. Ref. ATTACHMENTS FILED District: Second Agenda Number:

3.46

2
3 **RESOLUTION NO. 2008-138**
4 **ADOPTING**
5 **AMENDMENT NO. 2 TO SPECIFIC PLAN NO. 266**
6 **(I-15 Corridor)**

7 **WHEREAS**, pursuant to the provisions of Government Code Section 65450 et seq.; a public
8 hearing was held before the Riverside County Board of Supervisors in Riverside, California on November
9 20, 2007 and before the Riverside County Planning Commission in Riverside, California on October 17,
10 2007, to consider Amendment No. 2 to Specific Plan No. 266, which specific plan was previously
11 adopted by the Board of Supervisors pursuant to Resolution No. 93-042 (dated November 2, 1993) and
12 thereafter amended pursuant to Resolution No. 2002-404 (dated December 23, 2002); and,

13 **WHEREAS**, all the procedures of the California Environmental Quality Act (CEQA) and the
14 Riverside County CEQA implementation procedures have been met, and Environmental Assessment No.
15 41241, prepared in connection with Amendment No. 2 to Specific Plan No. 266 and related cases
16 (referred to alternatively herein as "the proposed amendment" or "the project"), is, when considered in
17 conjunction with previously prepared Environmental Impact Report (EIR) No. 340 certified on November
18 2, 1993 and the Environmental Assessment, sufficiently detailed so that all the potentially significant
19 effects of the project on the environment and measures necessary to avoid or substantially lessen such
20 effects have been evaluated in accordance with the above-referenced Act and procedures; and,

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

23 **BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED** by the Board of
24 Supervisors of the County of Riverside, in regular session assembled on March 11, 2008, that:

- 25 1. The proposed amendment would alter and modify the Planning Area boundaries of
26 Planning Areas one (1) and twenty three (23).
- 27 2. The proposed amendment would alter the size of Planning Areas one (1) and twenty three
28 (23) by transferring 7.9 gross acres from Planning Area one (1) to Planning Area twenty
three (23).
3. The proposed amendment is associated with Change of Zone Case No. 7480, which was
considered concurrently at the public hearing before the Planning Commission and Board

UNAPPROVED COUNTY COUNSEL
BY *[Signature]* 2/28/08
LARISSA MCKENNA BATE

1 of Supervisors. Change of Zone Case No. 7480 proposes text changes to the Specific Plan
2 Zoning Ordinance for the I-15 Corridor Specific Plan to accommodate the newly defined
3 Planning Area Boundaries for Planning Areas one (1) and twenty three (23) and implement
4 the zoning ordinance text to reflect the revised land use plan.

5 4. The proposed amendment would be consistent and compatible with the existing adjacent
6 land uses within the specific plan.

7 5. Environmental Assessment No. 41241 concluded that the proposed amendment would not
8 necessitate some changes in or additions to EIR No. 340. Accordingly, a Nothing Further
9 Required Environmental Assessment was prepared. Per CEQA, Section 15162 (a), when
10 an EIR has been certified or negative declaration adopted for a project, no subsequent EIR
11 shall be prepared for that project unless the lead agency determines, on substantial
12 evidence, that a subsequent EIR is required.

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that:

- 14 1. The proposed amendment would be consistent with the intent, design, and mitigation
15 approved for Specific Plan No. 266.
- 16 2. The proposed amendment would be consistent with the applicable policies of the
17 Comprehensive General Plan and the Eastvale Area Community Plan.
- 18 3. The proposed amendment would not have a significant effect on the environment.

19 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has reviewed and considered
20 Environmental Assessment No. 41241 and EIR No. 340, in evaluating Amendment No. 2 to Specific Plan
21 No. 266 and related cases, that the Environmental Assessment and EIR are accurate and objective
22 statements that comply with the California Environmental Quality Act and reflect the County's
23 independent judgment, and that the Environmental Assessment and EIR are incorporated herein by
24 reference in their entirety.

25 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Amendment No. 2 to Specific
26 Plan No. 266, on file with the Clerk of the Board, including the final conditions of approval and exhibits,
27 is hereby adopted as the Amended Specific Plan of Land Use for the real property described and shown in
28 the plan, and said real property shall be developed substantially in accordance with the plan as amended,

1 unless the plan is repealed or further amended by the Board.

2 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of Amendment No. 2 to
3 Specific Plan No. 266 shall be placed on file in the Office of the Clerk of the Board, in the Office of the
4 Planning Director, and in the Office of the Building and Safety Director, and that no applications for
5 subdivision maps, conditional use permits, or other development approvals shall be accepted for the real
6 property described and shown in the plan, as amended, unless such applications are substantially in
7 accordance therewith.

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

11 ADOPTED by Riverside County Board of Supervisors on March 11, 2008.

12 ROLL CALL:

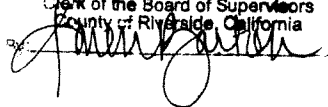
13 Ayes: Buster, Tavaglione, Stone, Wilson and Ashley
14 Nays: None
15 Absent: None

16 The foregoing is certified to be a true copy of a resolution duly
17 adopted by said Board of Supervisors on the date therein set forth.

NANCY ROMERO, Clerk of said Board

18 By: _____
19 Deputy

20 EACH DOCUMENT TO WHICH THIS CERTIFICATE IS
21 ATTACHED IS CERTIFIED TO BE A FULL, TRUE AND
22 CORRECT COPY OF THE ORIGINAL ON FILE AND OF
23 RECORD IN MY OFFICE.

24 Filed: 9/8/08
25 Nancy Romero
26 Clerk of the Board of Supervisors
27 County of Riverside, California
28 

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

202B



FROM: County Counsel

SUBMITTAL DATE: January 14, 2008

SUBJECT: Ordinance No. 348.4568

RECOMMENDED MOTION: That the Board of Supervisors adopt Ordinance No. 348.4568 amending the zoning in the Prado-Mira Loma District shown on Map No. 38.134 Change of Zone Case No. 7480.

BACKGROUND: Change of Zone Case No. 7480 was tentatively approved by the Board of Supervisors on November 27, 2007.

Joe Rank

JOE RANK
County Counsel

Larisa R-McKinnon

C.E.O. RECOMMENDATION:

APPROVE

BY *Tina Grande*
Tina Grande

County Executive Office Signature

Policy
 Policy

Consent
 Consent

Department Recommendation:
Per Executive Office:

MINUTES OF THE BOARD OF SUPERVISORS

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

Ayes: Buster, Tavaglione, Stone, Wilson, and Ashley

Nays: None

Absent: None

Date: March 11, 2008

xc: Planning, Applicant - cc, CP, LMC, COBA

Nancy Romero
Clerk of the Board

By: *Nancy Romero*
Deputy

THE FOREGOING IS A FULL, TRUE AND
CORRECT COPY OF A MINUTE ORDER OF
THE BOARD OF SUPERVISORS ENTERED
ON March 11, 2008

Prev. Agn. ref.

Dated: 9/8/08 SECOND AGENDA NO.

NANCY ROMERO, Clerk to the Board of
Supervisors, County of Riverside, California

By: *Karen Buster* Deputy

3.46

ORDINANCE NO. 348.4568

AN ORDINANCE OF THE COUNTY OF RIVERSIDE
AMENDING ORDINANCE NO. 348 RELATING TO ZONING

The Board of Supervisors of the County of Riverside Ordains as Follows:

Section 1. Section 4.1 of Ordinance No. 348, and Prado-Mira Loma District Zoning Plan Map No. 38. as amended, are further amended by placing in effect in the zone or zones as shown on the map entitled "Change of Official Zoning Plan, Prado-Mira Loma District, Map No. 38.134 Change of Zone Case No. 7480," which map is made a part of this ordinance.

Section 2. This ordinance shall take effect 30 days after its adoption.

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

By: Roy Wilson
Chairman, Board of Supervisors Roy Wilson

ATTEST:

CLERK OF THE BOARD:

By: Amelia Eplem
Deputy

(SEAL)

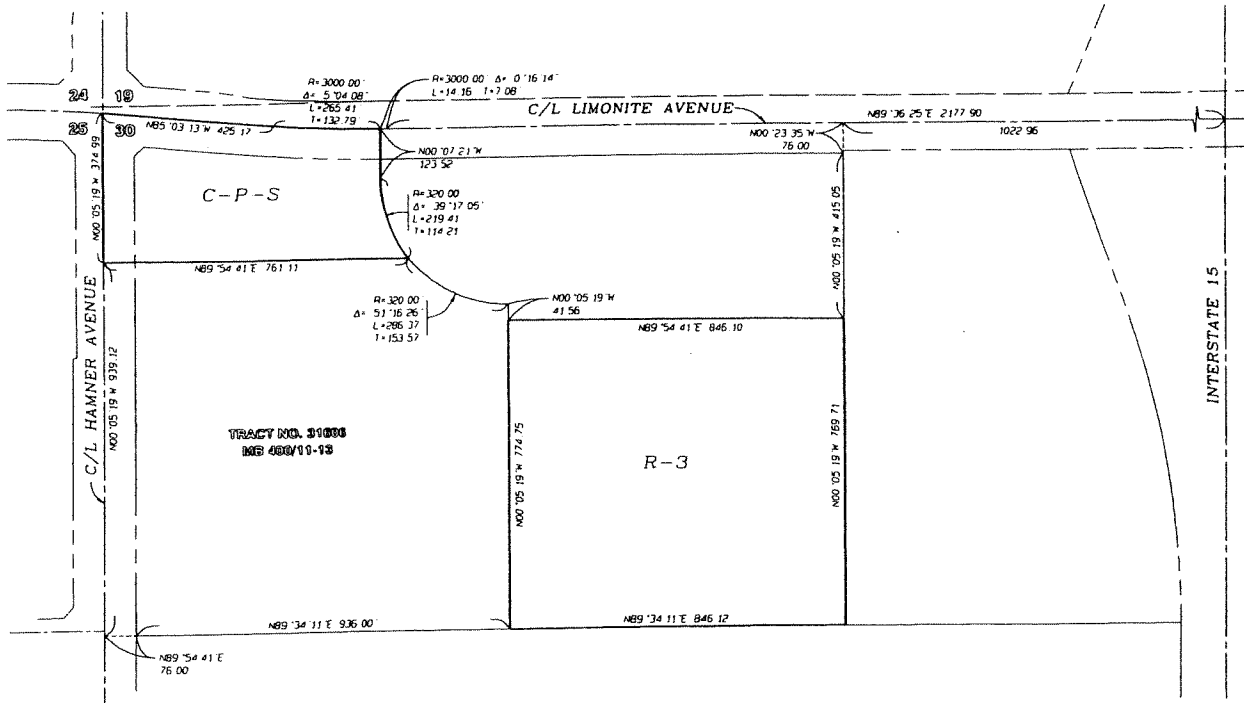
EACH DOCUMENT TO WHICH THIS CERTIFICATE IS
ATTACHED IS CERTIFIED TO BE A FULL, TRUE AND
CORRECT COPY OF THE ORIGINAL ON FILE AND OF
RECORD IN MY OFFICE

Dated: 9/8/08
Tancy Roman
Clerk of the Board of Supervisors
County of Riverside, California
By: Karen Roman

LRM::mdk
02/15/08

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SEC. 30, T.2S., R.6W. S.B.M.



LEGEND

- R-3 GENERAL RESIDENTIAL
- C-P-S SCENIC HIGHWAY COMMERCIAL

MAP NO. 38.134

CHANGE OF OFFICIAL ZONING PLAN
PRADO - MIRA LOMA
DISTRICT

CHANGE OF ZONE CASE NO. 07480
AMENDING ORDINANCE NO. 348
ADOPTED BY ORDINANCE NO. 348.4568
ADOPTION DATE **MARCH 11, 2008**
RIVERSIDE COUNTY BOARD OF SUPERVISORS



SCALE IN FEET
0 200

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STATE OF CALIFORNIA)
)
COUNTY OF RIVERSIDE) ss.

I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said county held on March 11, 2008, the foregoing ordinance consisting of 2 Sections was adopted by the following vote:

AYES: Buster, Tavaglione, Stone, Wilson, and Ashley
NAYS: None
ABSENT: None

DATE: March 11, 2008

NANCY ROMERO
Clerk of the Board
BY: *Tom Ehlmann*
Deputy

SEAL

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

815B



FROM: TLMA - Planning Department

SUBMITTAL DATE:
June 17, 2008

SUBJECT: SPECIFIC PLAN NO. 266 SUBSTANTIAL CONFORMANCE NO. 4 / CHANGE OF ZONE NO. 7656 – NO NEW ENVIRONMENTAL DOCUMENTATION REQUIRED – Applicant: Lewis Investment Company LLC – Engineer / Representative: Albert A. Webb Associates - Second Supervisorial District – Prado-Mira Loma Zoning District – Eastvale Area Plan: Community Development: High Density Residential (CD-HDR) (8 - 14 Dwelling Units Per Acre) – Location: Westerly of Interstate 15, easterly of Hammer Avenue, and southerly of Limonite Avenue – 34.7 Gross Acres - Zoning: General Residential (R-3) - **REQUEST:** The Specific Plan Substantal Conformance proposes to divide Planning Area No. 23 in two parts, Planning Area No. 23a (19.7 Acres) and Planning Area No. 23b (15 Acres); to modify the Development Standards to require elevators for all buildings which exceed two stories; allow five foot building setbacks from streets and exterior boundary lines; and allow three garage setbacks from interior streets and drives. The Change of Zone proposes to change the project site's current zoning classification from General Residential (R-3) to Specific Plan (SP No. 266 - Planning Area No. 23b).

RECOMMENDED MOTION:

The Planning Department recommended Approval; and,
THE PLANNING COMMISSION RECOMMENDED:

Ron Goldman
Planning Director

RG:cv

REVIEWED BY EXECUTIVE OFFICE
DATE: 6/25/08
Tina Grande
Departmental Concurrence

ATTACHMENTS FILED WITH
THE CLERK OF THE BOARD

Policy
 Policy

Consent
 Consent

Dept. Re. n.:
Per Exec. Ofc.:

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Buster, seconded by Supervisor Stone and duly carried, IT WAS ORDERED that the above matter is tentatively approved as recommended, and that staff is directed to prepare the necessary documents for final action.

Ayes: Buster, Stone and Wilson
Nays: None
Absent: Tavaglione and Ashley
Date: July 15, 2008
xc: Planning, Applicant, Co.Co.

THE FOREGOING IS A FULL, TRUE AND CORRECT COPY OF A MINUTE ORDER OF THE BOARD OF SUPERVISORS ENTERED ON July 15, 2008
Nancy Romero
Clerk of the Board
NANCY ROMERO, Clerk of the Board of Supervisors, California
By: [Signature] Deputy

Prev. Agn. Ref.

District: Second

Agenda Number:

15.1

The Honorable Board of Supervisors

RE: SPECIFIC PLAN NO. 266 SUBSTANTIAL CONFORMANCE NO. 4 / CHANGE OF ZONE
NO. 7656

June 17, 2008

Page 2 of 3

APPROVAL of **SPECIFIC PLAN NO. 266 SUBSTANTIAL CONFORMANCE NO. 4**, subject to the attached conditions of approval; and based upon the findings and conclusions incorporated in the staff report; and,

TENTATIVE APPROVAL of **CHANGE OF ZONE NO. 7656**, amending the zoning classification for the subject property from General Residential (R-3) to Specific Plan (SP No. 266 - Planning Area No. 23b), in accordance with Exhibit #3, based upon the findings and conclusions incorporated in the staff report; pending final adoption of the Zoning Ordinance by the Board of Supervisors.

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

128 B



FROM: TLMA - Planning Department

SUBMITTAL DATE:
July 18, 2008

SUBJECT: CHANGE OF ZONE NO. 7656/ORDINANCE NO. 348.4601 – Applicant: Lewis Investment Company LLC – Engineer / Representative: Albert A. Webb Associates - Second Supervisorial District – Prado-Mira Loma Zoning District – Eastvale Area Plan: Community Development: High Density Residential (CD-HDR) (8 - 14 Dwelling Units Per Acre) – Location: Westerly of Interstate 15, easterly of Hammer Avenue, and southerly of Limonite Avenue – 34.7 Gross Acres - Zoning: General Residential (R-3) - REQUEST: ADOPTION of Ordinance No. 348.4601 adopting SP zoning text and Planning Area boundaries map for Specific Plan No. 266, Substantial Conformance No. 4 (I-15 Corridor.)

RECOMMENDED MOTION:

ADOPTION of Ordinance No. 348.4601, adopting Specific Plan Zoning Ordinance Text and establishing Planning Area boundaries for properties within Specific Plan No. 266, Substantial Conformance No. 4 (I-15 Corridor).

BACKGROUND:

Public hearing concerning Specific Plan No. 266, Substantial Conformance No. 4 (I-15 Corridor) and Change of Zone No. 7656 were tentatively approved, and a finding that No Further Environmental Documentation was adopted by the Board of Supervisors on July 15, 2008.

Jerry Jolliffe
Ron Goldman
Planning Director

Jerry Jolliffe for
Deputy Planning Director

RG:ar

REVIEWED BY EXECUTIVE OFFICE
 FORM APPROVED COUNTY COUNSEL
 BY: MINH C. TRAN
 DATE: 7/22/08
 Lina Grande
 Departmental Concurrence

Policy
 Policy

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

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Buster, seconded by Supervisor Stone and duly carried, IT WAS ORDERED that the above matter is approved as recommended.

AYES: Buster, Tavaglione, Stone and Wilson
 NAYS: None
 ABSENT: Ashley
 DATE: July 29, 2008
 xc: Planning, Applicant, COB, LMC, Co.Co., Recorder, Deputy

THE FOLLOWING IS A FULL, TRUE AND CORRECT COPY OF A MINUTE ORDER OF THE BOARD OF SUPERVISORS ENTERED ON July 29, 2008
 Date: Nancy Romero 9/8/08
 NAME: Clerk of the Board Board of Supervisors, County of Riverside, California
 BY: [Signature] Deputy

Prev. Agn. Ref.

District: Second | Agenda Number:

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B. There are no building setbacks from a project's interior streets.
Building setbacks from exterior boundary lines shall be five feet
(5').

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

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

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

By: Roy Wilson
Chairman, Board of Supervisors - Roy Wilson

ATTEST:

CLERK OF THE BOARD:

By: Janet Schumner
Deputy

EACH DOCUMENT TO WHICH THIS CERTIFICATE IS
ATTACHED IS CERTIFIED TO BE A FULL, TRUE AND
CORRECT COPY OF THE ORIGINAL ON FILE AND OF
RECORD IN MY OFFICE.
Dated: 9/8/08
Nancy Romero
Clerk of the Board of Supervisors
County of Riverside, California
By: [Signature]

APPROVED AS TO FORM
July 18, 2008

By: Minh Tran
MINH TRAN
Deputy County Counsel

MCT:mdk
05/29/08
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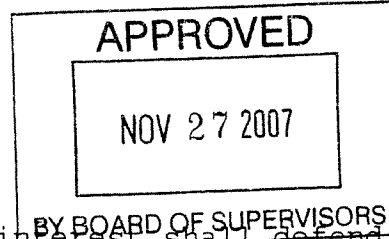


SPECIFIC PLAN Case #: SP00266A2

Parcel: 152-010-004

10. GENERAL CONDITIONS

EVERY DEPARTMENT



10. EVERY. 1 SP - Hold Harmless

INEFFECT

The applicant or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY), its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning this SPECIFIC PLAN. The COUNTY will promptly notify the applicant of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the subdivider shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 2 SPA - Amendment Description

INEFFECT

This Specific Plan Amendment alters Planning Areas 1 & 23 of Specific Plan 266 as follows:

Specific Plan No. 266, Amendment No. 2 proposes to transfer 7.9 acres from Planning Area 1 to Planning Area 23, and change the boundaries between Planning Areas 1 and 23. Planning Area 1 will be reduced from 47.9 acres to 40.0 and Planning Area 23 will be increased from 26.8 acres to 34.7. The total number of allowable dwelling units within Planning Area 23 will remain unchanged.

Change of Zone No. 7480 proposes to change the portion of the project site's current zoning in Planning Area 1 from General Residential (R-3) to Scenic Highway Commercial (C-P-S) and the portion of the project site in Planning Area 23 that is currently zoned Scenic Highway Commercial (C-P-S) to General Residential (R-3).

10. EVERY. 3 SPA - Replace all previous

INEFFECT

This Specific Plan Amendment is intended to replace the original SPECIFIC PLAN, and all amendments and substantial conformances to the SPECIFIC PLAN. All future developments within the SPECIFIC PLAN, whether or not they have a direct correlation to this Amendment, will inherit these conditions. The original SPECIFIC PLAN and all previous

SPECIFIC PLAN Case #: SP00266A2

Parcel: 152-010-004

10. GENERAL CONDITIONS

10. EVERY. 3 SPA - Replace all previous (cont.) INEFFECT

amendments and substantial conformances to the SPECIFIC PLAN will be electronically "locked" so that all future land development applications comply with the following conditions.

10. EVERY. 4 SP - SP Document INEFFECT

Specific Plan No. 266A2 shall consist of the following:

a. Specific Plan Document, which must include, but not be limited to, the following items:

1. Board of Supervisors Specific Plan Resolution
2. Conditions of Approval.
3. Land Use Plan in both 8 1/2" x 11" black-and-white and 11" x 17" color formats.
4. Specific Plan text.
5. Descriptions of each Planning Area in both graphical and narrative formats.
6. EA41241

If any specific plan conditions of approval differ from the specific plan text or exhibits, the specific plan conditions of approval shall take precedence.

10. EVERY. 5 SP - Definitions INEFFECT

The words identified in the following list that appear in all capitals in the attached conditions of Specific Plan No. 266 shall be henceforth defined as follows:

SPECIFIC PLAN = Specific Plan No. 266, Amendment No. 2.

10. EVERY. 6 SP - Ordinance Requirements INEFFECT

The development of the property shall be in accordance with the mandatory requirements of all Riverside County ordinances including Ordinance Nos. 348 and 460 and state laws; and shall conform substantially with the adopted SPECIFIC PLAN as filed in the office of the Riverside County Planning Department, unless otherwise amended.

10. EVERY. 7 SP - Limits of SP DOCUMENT INEFFECT

No portion of the SPECIFIC PLAN which purports or proposes to change, waive or modify any ordinance or other legal

SPECIFIC PLAN Case #: SP00266A2

Parcel: 152-010-004

10. GENERAL CONDITIONS

10. EVERY. 7 SP - Limits of SP DOCUMENT (cont.) INEFFECT

requirement for the development shall be considered to be part of the adopted specific plan. Notwithstanding to above, the design guidelines and development standards of the SPECIFIC PLAN for hillside development and grading shall apply in place of more general County guidelines and standards.

BS GRADE DEPARTMENT

10.BS GRADE. 2 SP*GSP-1 ORD. NOT SUPERSEDED INEFFECT

Anything to the contrary, proposed by this Specific Plan, shall not supersede the following: All grading shall conform to the Uniform Building code, County General Plan, Ordinance 457 and all other relevant laws, rules and regulations governing grading in Riverside County.

10.BS GRADE. 3 SP*GSP-2 GEO/SOIL TO BE OBEYED INEFFECT

All grading shall be performed in accordance with the recommendations of the included -County approved- geotechnical/soils reports for this Specific Plan.

10.BS GRADE. 4 SP-ALL CLEARNC'S REQ'D B-4 PMT INEFFECT

Prior to issuance of a grading permit, all certifications affecting grading shall have written clearances. This includes, but is not limited to, additional environmental assessments, erosion control plans, geotechnical/soils reports, and departmental clearances.

10.BS GRADE. 5 SP*-NO GRADING & SUBDIVIDING INEFFECT

If grading of the entire - or any portion there of - Specific Plan site is proposed, UNDER A SUBDIVISION OR LAND USE CASE ALREADY APPROVED FOR THIS SPECIFIC PLAN, at the same time that application for further subdivision of any of its parcels is being applied for, an exception to Ordinance 460, Section 4.5.B, shall be obtained from the Planning Director, prior to issuance of the grading permit (Ord. 460 Section 3.1). THIS EXCEPTION WILL NOT APPLY TO ANY CASE HAVING ONLY AN APPROVED SPECIFIC PLAN.

SPECIFIC PLAN Case #: SP00266A2

Parcel: 152-010-004

10. GENERAL CONDITIONS

E HEALTH DEPARTMENT

10.E HEALTH. 1 SP - SCREEN CHECK 2 INEFFECT

DEH HAS RECEIVED AND REVIEWED SCREEN CHECK TWO AND HAS NO OBJECTIONS.
RESIDENTIAL DWELLIING UNITS WILL NOT CHANGE AND JCSD PROVIDES SANITARY SEWER AND POTABLE WATER TO THIS AREA OF THE COUNTY.
ANY FUTURE TRACT AND PM WILL REQUIRE PER ORDINANCE 460 A SAN 53 FORM FROM THIS DEPARTMENT PRIOR TO THE APPLICANT'S REGULAR SUBMITTAL TO THE PLANNING DEPARTMENT.

PLANNING DEPARTMENT

10.PLANNING. 1 MAP - IF HUMAN REMAINS FOUND INEFFECT

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a resonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

10.PLANNING. 2 MAP - INADVERTENT ARCHAEO FIND INEFFECT

If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environemntal assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1. All ground disturbance activities within 100 feet of the

SPECIFIC PLAN Case #: SP00266A2

Parcel: 152-010-004

10. GENERAL CONDITIONS

10.PLANNING. 2 MAP - INADVERTENT ARCHAEO FIND (cont.) INEFFECT

discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the Native American tribal representative and the Planning Director to discuss the significance of the find.

2. At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal representative and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

3. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.

10.PLANNING. 3 SP - MAINTAIN AREAS & PHASES INEFFECT

All planning area and phase numbers shall be maintained throughout the life of the SPECIFIC PLAN, unless changed through the approval of a specific plan amendment or specific plan substantial conformance accompanied by a revision to the complete specific plan document.

10.PLANNING. 4 SP - NO P.A. DENSITY TRANSFER INEFFECT

Density transfers between Planning Areas within the SPECIFIC PLAN shall not be permitted, except through the Specific Plan Amendment process.

10.PLANNING. 33 SP - IF HUMAN REMAINS FOUND INEFFECT

Prior to the approval of any land division or development permit (use permit, plot plan, etc.), a condition of approval shall be applied to the land division or development permit, and shall read as follows:

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resource Code section 5097.98. The County Coroner shall be notified of the find immediately. If the remains are

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10. GENERAL CONDITIONS

10.PLANNING. 33 SP - IF HUMAN REMAINS FOUND (cont.) INEFFECT

determined to be prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify the appropriate NATIVE AMERICAN TRIBE who is the most likely descendent. The descendent shall inspect the site of the discovery and make a recommendation as to the appropriate mitigation. After the recommendations have been made, the land divider, a Native American Tribe representative, and a County representative shall meet to determine the appropriate mitigation measures and corrective actions to be implemented.

TRANS DEPARTMENT

10.TRANS. 1 SP - 266A2/TRAFFIC MANAG. PLAN INEFFECT

The proposed project will be a substantial traffic generator. As such, the project proponent shall incorporate such Demand Management Program as may be appropriate to comply with the goals and objectives of the Regional Mobility Plan, Air Quality Management Plan, and Congestion Management Program, including but not limited to:

- a. The provision of on-site/off-site park and ride facilities for total of 500 parking spaces.
- b. Design provisions to accommodate transit services.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 1 SP - 90 DAYS TO PROTEST INEFFECT

The applicant has ninety (90) days from the date of the approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations, and/or exactions imposed on this project as a result of the approval or conditional approval of this project.

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30. PRIOR TO ANY PROJECT APPROVAL

EPD DEPARTMENT

30.EPD. 1

SP MSHCP COMPLIANCE

INEFFECT

This case falls within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Prior to project approval biological documentation is required, to comply with the MSHCP requirements listed below prior to scheduling this case for any public hearing.

An MSHCP Compliance report is required to fulfill the MSHCP requirements. The report shall include, but not be limited, to the following:

- Topography/hydrology assessment
- Current site/vegetation communities' description and map
- USGS 7.5' quadrangle, section, township, range
- Soils description/map
- Survey results shall be mapped
- Survey weather conditions
- Observed species list (Indicate Planning Area Species and all other incidental species observed)
- Discuss all potential sensitive biological resources that occur on site including impacts analysis and any significant impacts under CEQA
- Acreage of site
- Total acreage surveyed
- Proposed site plan or project design*
- Surveyor name(s)
- Survey date(s) and time(s)
- Representative site photographs (color with captions)
- Precipitation data for the year of the survey
- Permit #(s) (USFWS Recovery Permit, CDFG Scientific Collecting Permit, etc.)*
- Case #(s)
- APN(s)
- Address project area(s) relationship to Area Plan, Sub Unit, Cell Group, and Cell criteria*

Riparian/Riverine Areas, Vernal Pool and Fairy Shrimp habitat (RRVP) survey and mapping assessments (MSHCP - Section 6.1.2, see pages 6-21 & 6-22 for definitions) All areas that are identified as Riparian/Riverine/Vernal Pool and fairy shrimp habitat will be required to be mapped on the associated development map/site plan (e.g., Plot Plan, Parcel Map, Tract Map) that is to be distributed to all required parties as determined by the County of Riverside Planning Department. All RRVP habitats shall be

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30. PRIOR TO ANY PROJECT APPROVAL

30.EPD. 1

SP MSHCP COMPLIANCE (cont.)

INEFFECT

100% avoided and incorporated into the proposed project design.

If the mapping required in Section 6.1.2 identifies suitable habitat for any of the following six species:

- Least Bell's vireo (*Vireo bellii pusillus*)
- Southwestern willow flycatcher (*Empidonax traillii extimus*)
- Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
- Riverside fairy shrimp (*Streptocephalus woottoni*)
- Santa Rosa Plateau fairy Shrimp (*Linderiella santarosae*)
- Vernal Pool fairy shrimp (*Branchinecta lynchi*)

and the proposed project design does not incorporate avoidance of the identified habitat; focused surveys shall be required (MSHCP, Section 6.1.2).

*Provide if available or as applicable.

A habitat suitability assessment(s) and potentially focused survey(s) for the following species is/are required to complete MSHCP review:

Narrow Endemic Plant Species (MSHCP, Section 6.1.3)

- Brand's phacelia (*Phacelia stellaris*)**
- San Diego ambrosia (*Ambrosia pumila*)*
- San Miguel savory (*Satureja chandleri*)

Criteria Area Species/Additional Survey Requirements (MSHCP, Section 6.3.2)

- burrowing owl (*Athene cunicularia hypugaea*)

*Habitat Suitability Assessment for these vernal pool associated plant species may only be conducted during the rainy season (MSHCP, Section 6.1.3, page 6-31).

**Focused surveys for these plant species may only be undertaken during the blooming period during years with at least normal rainfall (MSHCP, Section 6.1.3, page 6-31).

The EPD requires biological consultants to have a Memorandum of Understanding (MOU) on file with the County prior to any work being performed for an applicant. To learn more about qualified biological consultants please refer to

<http://www.tlma.co.riverside.ca.us/epd/consultants.html>

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30. PRIOR TO ANY PROJECT APPROVAL

30.EPD. 1 SP MSHCP COMPLIANCE (cont.) (cont.) INEFFECT

Two (2) original wet-signed copies of any reports shall be submitted from the consultant who holds the MOU to the EPD to review and clear.

Prepared on 4/30/07 by: David W. Carr, Ecological Resources Specialist with the EPD. Should you have any questions regarding these DRT corrections please contact the assigned case planner with the Planning Department or the EPD at:

County of Riverside - TLMA
Environmental Programs Department
4080 Lemon Street, 2nd Floor
Riverside, CA 92501
Phone: 951-955-6892
Fax: 951-955-1811
dcarr@rctlma.org
<http://www.tlma.co.riverside.ca.us/epd/>

PLANNING DEPARTMENT

30.PLANNING. 1 SP - M/M PROGRAM (GENERAL) INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"The EIR prepared for SPECIFIC PLAN No. 266 imposes specific mitigation measures and monitoring requirements on the project. Certain conditions of the SPECIFIC PLAN and this implementing project constitute reporting/monitoring requirements for certain mitigation measures."

30.PLANNING. 2 SP - NON-IMPLEMENTING MAPS INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"A land division filed for the purposes of phasing or financing shall not be considered an implementing development application for the purposes of the Planning Department's conditions of approval.

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 2 SP - NON-IMPLEMENTING MAPS (cont.) INEFFECT

Should this project be an application for phasing or financing, all of the other conditions in this implementing project with a prefix of "SP" will be considered as NOT APPLICABLE, and this condition shall be considered as MET. Should this project not be an application for phasing or financing, this condition shall be considered as NOT APPLICABLE."

30.PLANNING. 3 SP - DURATION OF SP VALIDITY INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"The SPECIFIC PLAN that this project is a part of has a life span of twenty (20) years from the date of the adoption of the resolution adopting the SPECIFIC PLAN. Should the SPECIFIC PLAN not be substantially built out in that period of time, the project proponent shall file a specific plan amendment to be processed concurrently with this implementing proposal. (For the purposes of this condition, substantial buildout shall be defined as [eighty percent (80%) of the maximum amount of dwelling units allowed by the SPECIFIC PLAN as most recently amended. The specific plan amendment will update the entire specific plan document to reflect current development requirements.

This condition shall be considered as NOT APPLICABLE if the implementing project has been filed within the above listed parameters, and shall be considered as MET if the specific plan amendment has been filed."

30.PLANNING. 4 SP - SUBMIT FINAL DOCUMENTS INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"Fifteen (15) copies of the final SPECIFIC PLAN and EIR documents (SP/EIR) documents shall be submitted to the Planning Department for distribution. The documents shall include all the items listed in the condition titled "SP - Documents". The final SP/EIR documents shall be distributed in the following fashion:

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 4 SP - SUBMIT FINAL DOCUMENTS (cont.) INEFFECT

- Building and Safety Department 1 copy
- Department of Environmental Health 1 copy
- Fire Department 1 copy
- Flood Control and Water Conservation 1 copy
- Transportation Department 1 copy
- County Planning Department in Riverside 1 copy
- Riverside County Planning Department in Desert 2 copies
- in Murrieta 2 copies
- Executive Office - CSA Administrator 2 copies
- Clerk of the Board of Supervisors 1 copy

Any and all remaining documents shall be kept with the Planning Department in Riverside, or as otherwise determined by the Planning Director.

This condition cannot be DEFERRED or considered as NOT APPLICABLE."

30.PLANNING. 5 SP - PROJECT LOCATION EXHIBIT INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"The applicant shall provide to the Planning Department an 8 1/2" x 11" exhibit showing where in the SPECIFIC PLAN this project is located. The exhibit shall also show all prior implementing projects within the SPECIFIC PLAN that have already been approved.

This condition shall be considered MET once the applicant provides the Planning Department with the required information. This condition may not be DEFERRED."

30.PLANNING. 6 SP - ACOUSTICAL STUDY REQD INEFFECT

Prior to the approval of any implementing project within planning areas 2, 13, 16, 17, 19, 22, & 23 of the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO PROJECT APPROVAL, an acoustical study shall be submitted to the Planning Department and the Department of

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 6 SP - ACOUSTICAL STUDY REQD (cont.) INEFFECT

Environmental Health - Industrial Hygiene Division for review and approval.

This condition shall be considered MET if the relevant study has been approved by the Planning Department and the Department of Environmental Health-Industrial Hygiene Division. This condition may be considered as NOT APPLICABLE if the Planning Department determines that the required study is not necessary.

The submittal of this study mandates that a CEQA determination of an Addendum to a previously adopted EIR be made, at a minimum."

30.PLANNING. 7 SP - AIR QUALITY STUDY REQD INEFFECT

Prior to the approval of any implementing project within Commercial/Industrial areas of the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.) the following condition shall be placed on the implementing project:

"PRIOR TO PROJECT APPROVAL, an air quality study shall be submitted to the Planning Department for review and approval.

This condition shall be considered MET if the relevant study has been approved by the Planning Department. This condition may be considered as NOT APPLICABLE if the Planning Department determines that the required study is not necessary.

The submittal of this study mandates that a CEQA determination of an Addendum to a previously adopted EIR be made, at a minimum."

30.PLANNING. 8 SP - ARCHAEO STUDY REQD INEFFECT

Prior to the approval of any implementing project within planning area 2 of the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO PROJECT APPROVAL, a archaeological study shall be submitted to the Planning Department for review and approval.

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 8 SP - ARCHAEO STUDY REQD (cont.) INEFFECT

his condition shall be considered MET if the relevant study has been approved by the Planning Department. This condition may be considered as NOT APPLICABLE if the Planning Department determines that the required study is not necessary.

The submittal of this study mandates that a CEQA determination of an Addendum to a previously adopted EIR be made, at a minimum."

30.PLANNING. 10 SP - ADDENDUM EIR INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"This implementing project has been reviewed in the context the EIR, which is associated with this SPECIFIC PLAN. The Planning Department has reviewed this project and its relationship to the EIR, and has found that no new environmental impacts have arisen since the certification of the EIR. Although the EIR adequately addressed the environmental impacts of the SPECIFIC PLAN as a whole, more detailed technical information (i.e. traffic studies, updated biological studies, etc.) have been required by the Planning Department and/or other COUNTY land development review departments in order to complete its environmental review. Therefore, an ADDENDUM to the previously certified EIR has been prepared in conjunction with this implementing application.

This condition shall be considered MET if an ADDENDUM to the EIR has been prepared. Alternatively, this condition shall be considered as NOT APPLICABLE if an ADDENDUM to the EIR is not required."

30.PLANNING. 11 SP - EA REQUIRED INEFFECT

Prior to the approval of any implementation project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 11 SP - EA REQUIRED (cont.)

INEFFECT

"If this implementing project is subject to the California Environmental Quality Act (CEQA), an environmental assessment shall be filed and processed concurrently with this implementing project. At a minimum, the environmental assessment shall utilize the evaluation of impacts addressed in the EIR prepared for the SPECIFIC PLAN.

This condition shall be considered as MET if an environmental assessment was conducted for this implementing project. This condition may be considered as NOT APPLICABLE if this implementing project is not subject to CEQA. This condition may not be DEFERRED."

30.PLANNING. 12 SP - SUPPLEMENT TO EIR

INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"This implementing project has been reviewed in the context the EIR, which is associated with this SPECIFIC PLAN. The Planning Department has reviewed this project and its relationship to the EIR, and has found that although the EIR adequately addressed the environmental impacts of the SPECIFIC PLAN at the time, new environmental impacts have arisen since the certification of the original EIR. The Planning Department has determined that the new environmental impacts can be mitigated to below a level of significance. Therefore, a SUPPLEMENT to the previously certified EIR has been prepared in conjunction with this implementing application.

This condition shall be considered MET if a SUPPLEMENT to the EIR has been prepared. Alternatively, this condition shall be considered as NOT APPLICABLE if a SUPPLEMENT to the EIR is not required."

30.PLANNING. 13 SP - SUBSEQUENT EIR

INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 13 SP - SUBSEQUENT EIR (cont.)

INEFFECT

"This implementing project has been reviewed in the context the EIR, which is associated with this SPECIFIC PLAN. The Planning Department has reviewed this project and its relationship to the EIR, and has found that although the EIR adequately addressed the environmental impacts of the SPECIFIC PLAN at the time, new environmental impacts have arisen since the certification of the original EIR. The Planning Department has determined that this implementing project may have a significant impact to the new environmental impacts that have arisen. Therefore, a SUBSEQUENT EIR has been prepared in conjunction with this implementing application.

This condition shall be considered MET if a SUBSEQUENT EIR has been prepared. Alternatively, this condition shall be considered as NOT APPLICABLE if a SUBSEQUENT to the EIR is not required."

30.PLANNING. 14 SP - COMPLETE CASE APPROVALS

INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"Prior to the approval of any implementing project (tract map, parcel map, use permit, plot plan, etc.) the SPECIFIC PLAN, the GPA, the CHANGE OF ZONE, and the EIR must have been approved, adopted, and certified by the Board of Supervisors, respectively.

This condition shall be considered as MET once the SPECIFIC PLAN, the GPA, the CHANGE OF ZONE, and the EIR have been approved, adopted, and certified by the Board of Supervisors, respectively. This condition may not be DEFERRED."

30.PLANNING. 15 SP - AMENDMENT REQUIRED

INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"If this implementing project meets any of the following criteria, an amendment to the SPECIFIC PLAN shall be

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 15 SP - AMENDMENT REQUIRED (cont.)

INEFFECT

required and processed concurrently with this implementing project:

1. The implementing project adds any area to, or deletes area from, the SPECIFIC PLAN;
2. The implementing project proposes a substantially different use than currently allowed in the SPECIFIC PLAN (i.e. proposing a residential use within a commercially designated area); or
3. as determined by the Planning Director.

Any amendment to the SPECIFIC PLAN, even though it may affect only one portion of the SPECIFIC PLAN, shall be accompanied by a complete specific plan document which includes the entire specific plan, including both changed and unchanged parts.

This condition shall be considered MET if the specific plan amendment has been filed, and NOT APPLICABLE if a specific plan amendment is determined to be unnecessary."

30.PLANNING. 17 SP - AG/DAIRY NOTIFICATION

INEFFECT

Prior to the approval of any implementing residential land division within the SPECIFIC PLAN, the following condition of approval shall be applied to the implementing project stating that:

"PRIOR TO MAP RECORDATION, the applicant shall submit a detailed proposal for the notification of all initial and future purchasers of dwelling units within the subject project of the existence of dairies and/or other agricultural uses within one half mile of the property and potential impacts resulting from those uses. Said notification shall be in addition to any notice required by Ordinance No. 625 (Riverside County Right-to-Farm Ordinance). Said approved notification shall be provided to all initial and all future purchasers of dwelling units within the subject project."

30.PLANNING. 19 SP - COMMON AREA MAINTENANCE

INEFFECT

Prior to the approval of any implementing land division project within the SPECIFIC PLAN (i.e. tract map or parcel

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 19

SP - COMMON AREA MAINTENANCE (cont.)

INEFFECT

map), the following condition shall be placed on the implementing application:

"PRIOR TO MAP RECORDATION, the following procedures for common area maintenance procedures shall be complied with:

a. A permanent master maintenance organization shall be established for the specific plan area, to assume ownership and maintenance responsibility for all common recreation, open space, circulation systems and landscaped areas. The organization may be public or private. Merger with an area-wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association then neighborhood associations shall be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas.

b. Unless otherwise provided for in these conditions of approval, common open areas shall be conveyed to the maintenance organization as implementing development is approved or any subdivision as recorded.

c. The maintenance organization shall be established prior to or concurrent with the recordation of the first land division.

30.PLANNING. 20

SP - CC&R RES PUB COMMON AREA

INEFFECT

Prior to the approval of any implementing land division project (i.e. tract map or parcel map), the following condition shall be applied to the land division PRIOR TO MAP RECORDATION if the permanent master maintenance organization referenced in the condition entitled "SP - Common Area Maintenance" is a public organization:

"The applicant shall convey to the County fee simple title, to all common open space areas, free and clear of all liens, taxes, assessments, leases (recorded or unrecorded) and easement, except those easements which in the sole discretion of the County are acceptable. As a condition precedent to the County accepting title to such areas, the applicant shall notify the Planning Department that the

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 20

SP - CC&R RES PUB COMMON AREA (cont.)

INEFFECT

following documents shall be submitted to the Office of the County Counsel and submit said documents for review along with the current fee, which shall be subject to County Counsel approval:

1. A cover letter identifying the project for which approval is sought;
2. A signed and notarized declaration of covenants, conditions and restrictions;
3. A sample document, conveying title to the purchaser, of an individual lot or unit which provides that the declaration of covenants, conditions and restrictions is incorporated therein by reference; and,
4. A deposit equaling three (3) hours of the current hourly fee for Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted for County Counsel review.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide for the establishment of a property owners' association comprised of the owners of each individual lot or unit as tenants in common, and c) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall, if dormant, be activated, by incorporation or otherwise, at the request of the County of Riverside, and the property owners' association shall unconditionally accept from the County of Riverside, upon the County's demand, title to all or any part of the 'common area'. Such acceptance shall be through the president of the property owner's association, who shall be authorized to execute any documents required to facilitate transfer of the 'common area'. The decision to require activation of the property owners' association and the decision to require that the association unconditionally accept title to the 'common area' shall be at the sole discretion of the County of Riverside.

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 20 SP - CC&R RES PUB COMMON AREA (cont.) (cont.) INEFFECT

In the event that the 'common area', or any part thereof, is conveyed to the property owners' association, the association, thereafter, shall own such 'common area', shall manage and continuously maintain such 'common area', and shall not sell or transfer such 'common area' or any part thereof, absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. The property owners' association shall have the right to assess the owner of each individual lot or unit for the reasonable cost of maintaining such 'common area', and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage or maintenance of the 'common area' established pursuant to this Declaration.

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control."

Once approved by the Office of County Counsel, the declaration of covenants, conditions and restrictions shall be recorded by the Planning Department with one copy retained for the case file, and one copy provided to the County Transportation Department - Survey Division."

30.PLANNING. 21 SP - CC&R RES PRI COMMON AREA INEFFECT

Prior to the approval of any implementing land division project within the SPECIFIC PLAN (tract map or parcel map), the following condition shall be placed on the implementing project PRIOR TO MAP RECORDATION if the permanent master maintenance organization referenced in the condition entitled "SP - Common Area Maintenance" is a private

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 21 SP - CC&R RES PRI COMMON AREA (cont.)

INEFFECT

organization:

"The applicant shall notify the Planning Department that the following documents shall be submitted to the Office of County Counsel and submit said documents for review along with the current fee, which shall be subject to County Counsel approval:

1. A cover letter identifying the project for which approval is sought;

2. A signed and notarized declaration of covenants, conditions and restrictions;

3. A sample document, conveying title to the purchaser of an individual lot or unit, which provides that the declaration of covenants, conditions and restrictions is incorporated therein by reference; and,

4. A deposit equaling three (3) hours of the current hourly fee for Review if Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted for County Counsel review.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide for the establishment of a property owners' association comprised of the owners of each individual lot or unit as tenants in common, c) provide for ownership of the common area by either the property owners' association or the owners of each individual lot or unit as tenants in common, and (d) contain the following provisions verbatim:

"Notwithstanding, any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall manage and continuously maintain the 'common area', and shall not sell or transfer the 'common area' or any part thereof, absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest.

The property owners' association shall have the right

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 22 SP - ARCHAEO M/M PROGRAM (cont.) INEFFECT

and monitoring procedures required prior to grading permits as described in the EIR are substantially complied with."

30.PLANNING. 23 SP - PALEO M/M PROGRAM INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF GRADING PERMITS, the project applicant shall enter into an agreement with a qualified paleontologist. This agreement shall include, but not be limited to, the preliminary mitigation and monitoring procedures to be implemented during the process of grading. A copy of said agreement shall be submitted to the Planning Department. No grading permits will be issued unless the preliminary mitigation and monitoring procedures as described in the EIR are substantially complied with."

30.PLANNING. 24 SP - GENERIC M/M PROGRAM INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF GRADING PERMITS, the project applicant shall provide to the Planning Department a detailed proposal for complying with the preliminary mitigation and monitoring procedures described in the EIR for SP266 during the process of grading. Grading permits will not be issued unless the preliminary mitigation and monitoring procedures as described in the EIR are substantially complied with."

30.PLANNING. 28 SP - ENTRY MONUMENTATION INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF BUILDING PERMITS, the following language shall be added to the landscaping requirements of the implementing project:

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30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 28 SP - ENTRY MONUMENTATION (cont.) INEFFECT

1. An entry monument shall be shown on the Exhibit.
2. The entry monument shall be in substantial conformance to the design guidelines of the SPECIFIC PLAN.

30.PLANNING. 29 SP - POST GRADING REPORT INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO THE ISSUANCE OF BUILDING PERMITS, the project applicant shall provide to the Planning Department a post grading report. The report shall describe how the mitigation and monitoring program as described in the EIR and pre-grading agreements with the qualified archaeologist/paleontologist/other were complied with."

30.PLANNING. 30 SP - SCHOOL MITIGATION INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO BUILDING PERMITS, impacts to the Corona-Norco Unified School District shall be mitigated in accordance with state law."

30.PLANNING. 31 SP - GEO STUDY REQUIRED INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project:

"PRIOR TO PROJECT APPROVAL, a [geological/geotechnical] study shall be submitted to the Planning Department Engineering Geologist for review and approval.

This condition shall be considered MET if the relevant study has been approved by the Planning Department. This condition may be considered as NOT APPLICABLE if the Planning Department determines that the required study is not necessary.

SPECIFIC PLAN Case #: SP00266A2

Parcel: 152-010-004

30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 31 SP - GEO STUDY REQUIRED (cont.) INEFFECT

The submittal of this study mandates that a CEQA determination of an Addendum to a previously adopted EIR be made, at a minimum."

30.PLANNING. 32 SP - ARCHAEOLOGIST RETAINED INEFFECT

Prior to the approval of any land division or development permit (use permit, plot plan, etc.), a condition of approval shall be applied to the land division or development permit to ensure that the unique archaeological resources identified in the Cultural Resources Report prepared as part of this Specific Plan's environmental documentation have been adequately addressed. The condition shall read as follows:

Prior to the issuance of grading permits, a qualified archaeologist shall be retained by the land divider for consultation and comment on the proposed grading with respect to potential impacts to unique archaeological resources. Should the archaeologist, after consultation with the appropriate Native American tribe, find the potential is high for impact to unique archaeological resources (cultural resources and sacred sites), a pre-grading meeting between the archaeologist, a Native American observer, and the excavation and grading contractor shall take place. During grading operations, when deemed necessary in the professional opinion of the retained archaeologist (and/or as determined by the Planning Director), the archaeologist, the archaeologist's on-site representative(s) and the Native American Observer shall actively monitor all project related grading and construction and shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of unique archaeological resources. Prior to the issuance of grading permits, the NAME, ADDRESS and TELEPHONE NUMBER of the retained archaeologist shall be submitted to the Planning Department and the B&S Grading Division. If the retained archaeologist, after consultation with the appropriate Native American tribe, finds no potential for impacts to unique archaeological resources, a letter shall be submitted to the Planning Department certifying this finding by the retained qualified archaeologist.

PECIFIC PLAN Case #: SP00266A2

Parcel: 152-010-004

30. PRIOR TO ANY PROJECT APPROVAL

TRANS DEPARTMENT

30.TRANS. 1 SP - SP266/TS REQUIRED INEFFECT

Site-specific traffic studies will be required for all subsequent development proposals with the boundaries of Specific Plan No. 266 as approved by the Transportation Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed prior to each development phase.

60. PRIOR TO GRADING PRMT ISSUANCE

PLANNING DEPARTMENT

60.PLANNING. 1 SP - PALEONTOLOGIST REQUIRED INEFFECT

The land divider/permit holder shall retain a qualified paleontologist for paleontological monitoring services, pursuant to the recommendations in the paleontological report prepared for this project. Periodic monitoring shall be conducted to determine if any of the earth-moving operations associated with the proposed development are impacting the older alluvial sediments. Should the excavations reach older Pleistocene-age alluvial sediments that are conducive to the preservation of fossil resources, full-time monitoring would become necessary, along with a program to mitigate impacts to the resources that are unearthed. The developer shall submit a copy of a fully executed agreement for paleontology monitoring services including the name, telephone number and address of the retained, qualified paleontologist to the Planning Department and the Department of Building and Safety. The paleontologist shall submit in writing to the County Archaeologist the results of the monitoring activities including details of the fossil recovery plan, if recovery was deemed necessary. A pre-grade meeting between the paleontologist and the excavation and grading contractor shall be arranged. When necessary, in the professional opinion of the retained paleontologist (and/or as determined by the Planning Director), the paleontologist or representative shall have the authority to monitor actively all project related grading and construction and shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of paleontological resources.

SPECIFIC PLAN Case #: SP00266A2

Parcel: 152-010-004

60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 2 SP- NATIVE AM. MONITORING INEFFECT

Tribal monitor(s) from the appropriate Native American Tribe(s) shall be required on-site during all ground disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor from the Morongo Band of Mission Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the the above mentioned Tribe and the land divider/permit holder for the monitoring of the project, and which addresses the treatment of cultural resources, to the Planning Department and to the Department of Building and Safety. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow recovery of cultural resources.

60.PLANNING. 3 SP - ARCHAEOLOGIST RETAINED INEFFECT

Prior to the issuance of rough grading permits, a qualified archaeologist (pursuant to the Secretary of the Interior's standards and guidelines) shall be retained by the land divider for consultation and comment on the proposed grading with respect to potential impacts to archaeological and/or cultural resources. Should the archaeologist, after consultation with the appropriate Native American tribe(s), find the potential is high for impact to archaeological resources, cultural resources and/or sacred sites, a pre-grading meeting between the archaeologist, the Native American tribal representative(s), and the excavation and grading contractor shall take place to discuss appropriate grading and ground disturbing methods within and around those archaeologically and culturally sensitive areas within the project. During grading operations, when deemed necessary in the professional opinion of the retained archaeologist (and/or as determined by the Planning Director), the archaeologist, the archaeologist's on-site representative(s) and the Native American tribal representative(s) shall actively monitor all project related grading and shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of archaeological and/or cultural resources.

Prior to the issuance of grading permits, the NAME, ADDRESS and TELEPHONE NUMBER of the retained archaeologist shall be submitted to the Planning Department and the B&S Grading Division. If the retained archaeologist, after

04/02/08
11:58

Riverside County LMS
CONDITIONS OF APPROVAL

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PECIFIC PLAN Case #: SP00266A2

Parcel: 152-010-004

60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 3 SP - ARCHAEOLOGIST RETAINED (cont.) INEFFECT

consultation with the appropriate Native American tribe, finds no potential for impacts to archaeological and/or cultural resources, a letter shall be submitted to the Planning Department certifying this finding by the retained qualified archaeologist.

60.PLANNING. 4 MAP- CULTURAL RES. DISP. AG. INEFFECT

Prior to grading permit issuance, the applicant shall provide the Planning Director evidence of a fully executed agreement with the appropriate Native American Tribe that addresses the treatment and disposition of all cultural resources impacted as a result of the development. The Developer shall relinquish ownership of all cultural resources, including all archaeological artifacts that are of Native American origin, found in the project area to the Morongo Band of Mission Indians for proper treatment and disposition.

ST CONFORMANCE - SP Case #: SP00266S4

Parcel: 152-010-018

10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 SPSC - Definitions

RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Specific Plan No. 266 Substantial Conformance No. 4 shall be henceforth defined as follows:

SPECIFIC PLAN SUBSTANTIAL CONFORMANCE = Substantial Conformance No. 4 to Specific Plan No. 266.

APPROVED EXHIBITS = Specific Plan No. 266S4 Approved Exhibits = Exhibit A (Land Use Plan) dated 5-30-08, and Exhibit B (Planning Area 23 Text Revisions) dated 5-29-08.

CHANGE OF ZONE = Change of Zone No. 7656.

10. EVERY. 2 SPSC - SPSC description

RECOMMND

This SPECIFIC PLAN SUBSTANTIAL CONFORMANCE proposes to make the following minor alterations to the SPECIFIC PLAN:

Specific Plan No. 266, Substantial Conformance No. 4 proposes to divide Planning Area 23 into two parts, Planning Area 23a (19.7 acres) and Planning Area 23b (15 acres); modify the Development Standards to require elevators for all buildings which exceed two stories; allow five foot building setbacks from streets and exterior boundary lines; and allow three foot garage setbacks from interior streets and drives.

NOTE:Change of Zone No. 7656 proposes to change a portion of the project site's existing Zoning Classification from General Residential (R-3) to Specific Plan (SP) for Planning Area 23b only.

10. EVERY. 3 SPSC - Hold Harmless

RECOMMND

The applicant or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY), its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the SPECIFIC PLAN SUBSTANTIAL CONFORMANCE. The COUNTY will promptly notify the subdivider of any such claim, action, or

05/29/08
15:09

Riverside County LMS
CONDITIONS OF APPROVAL

Page: 2

ST CONFORMANCE - SP Case #: SP00266S4

Parcel: 152-010-018

10. GENERAL CONDITIONS

10. EVERY. 3

SPSC - Hold Harmless (cont.)

RECOMMNI

proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the subdivider of any such claim, action, or proceeding or fails to cooperate fully in the defense, the subdivider shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 1

SPSC - Document to be Prepared

RECOMMNI

Within ninety (90) days of the approval of the SPECIFIC PLAN SUBSTANTIAL CONFORMANCE, the applicant shall provide to the Planning Department fifteen (15) copies of the final SPECIFIC PLAN SUBSTANTIAL CONFORMANCE document. The document shall illustrate the differences between the current proposal and the SPECIFIC PLAN. The final documents shall replace SPECIFIC PLAN.

NOTE: The Final Documents shall also illustrate the changes between SPECIFIC PLAN NO. 266, AMENDMENT NO. 2 and the SPECIFIC PLAN NO. 266, Substantial Conformance No. 4.

I-15 CORRIDOR SPECIFIC PLAN



Specific Plan No. 266, Amendment No. 2 Substantial Conformance No. 4



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Originally Approved: November 2, 1993
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Substantial Conformance No. 4 Approved: July 15, 2008

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III. SPECIFIC PLAN ZONING ORDINANCE

THE SPECIFIC PLAN ZONING ORDINANCE AS ORIGINALLY DRAFTED WAS REMOVED AS A RESULT OF THE DEVELOPMENT REVIEW PROCESS. ALL DEVELOPMENT WITHIN THE SPECIFIC PLAN WILL BE DEVELOPED ACCORDING TO THE CORRESPONDING ZONING STANDARDS CONTAINED IN COUNTY ORDINANCE 348 AT TIME OF APPROVAL.

IV. SPECIFIC PLAN

A. PROJECT-WIDE DEVELOPMENT PLANS AND STANDARDS

1. Comprehensive Land Use Plan

The I-15 Corridor Specific Plan is a planned community of 757.7 acres, proposing a mix of commercial and residential uses. The project proposes a total of 248.9 acres of commercial and industrial development which is intended to service the full range of local, community and regional needs. The project also provides for a total of 2,400 residential dwelling units on 461.5 acres of the project site¹. Average residential density for the project is proposed to be 3.7 DU/AC for single-family residences and 11 DU/AC for multi-family residences². Twenty-five acres of parkland are proposed in two parks, including a 20-acre sports park. Additionally, two tot lots are to be constructed, one each in Planning Areas 3 and 8. Two potential school sites have also been designated. Table IV-1, I-15 Corridor Specific Plan - Land Use Summary, shows the specific land use breakdown by planning area, acreage and density, and reflects the land use configurations illustrated in Exhibit IV-1, Land Use Plan.

The development standards in this and following sections have been developed for the I-15 Corridor Specific Plan. The standards have been tailored to be sensitive to the physical characteristics of the site and its surroundings.

The purpose of this and following sections is to establish the guidelines and standards which will be used in the development of the I-15 Corridor Specific Plan. These guidelines and standards will insure that consistently high quality development occurs within the Specific Plan, thus protecting and enhancing the investment of all those uses located within the plan area. These guidelines and standards provide a documented basis for directing and evaluating the planning and design of improvements to each property within the plan, and provide guidelines upon which the County's development review process can be based.

Land Use Standards

- a. The I-15 Corridor Specific Plan shall be developed with a maximum of 2,400 residential dwelling units on 461.5 acres as shown on Table IV-1¹.
- b. The total number of dwelling units for each Planning Area, as reflected in Table IV-1, shall be determined through the appropriate tract and/or site plan application up to the

¹ The total number of residential dwelling units will increase to 2,645 if a portion of Planning Area 23 is developed with senior citizen housing, as described in Section IV.B.23.

² The average residential density for multi-family residences will be 13.6 DU/AC if the senior citizen housing alternative is developed within Planning Area 23.

maximum units identified. This shall be based upon, but not limited to, the following factors:

- 1) Availability of utility services.
 - 2) Adequate access and circulation facilities.
 - 3) Sensitivity to landforms and other environmental constraints.
 - 4) Sensitivity to neighborhood design through appropriate lot and street layouts.
 - 5) Any policies, programs and goals which are established in the Riverside County General Plan.
- c. Units shall be consistent with those set forth in Table IV-1, with total unit count not to exceed that indicated for any given planning area, except as provided for in Section D, Implementation Programs.
- d. The development of the project shall comply with the applicable provisions of the Riverside County Uniform Building Code and the applicable provisions of all Riverside County agencies.
- e. Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department and the Jurupa Community Services District. Use of lift stations and force mains shall be allowed to accommodate phasing.

Commercial Component

A commercial component has been included in the I-15 Corridor Specific Plan in response to two primary factors. The two factors are anticipated long-range market demand and the convenient freeway access and exposure. The proposed commercial areas, including light manufacturing, total approximately 248.9 acres is intended to provide community, and ultimately regional goods and services.

The commercial areas will be controlled by various commercial and industrial sections in the County of Riverside Land Use Ordinance (Ordinance No. 348).

Commercial Standards

- a. The commercial uses shall be developed so as to be consistent with the Specific Plan requirements and standards.
- b. The following general standards shall apply to the commercial development:

I-15 CORRIDOR SPECIFIC PLAN

PLANNING AREA	DESIGNATION	GROSS ACRES	UNITS	D/PER AC
COMMERCIAL				
1	C	40.0		
2	C	50.4		
6	C	16.5		
7	C	18.6		
9	C	9.1		
11	C	32.3		
12	C	13.4		
22	C	25.9		
TOTAL: COMMERCIAL 206.2				
INDUSTRIAL PARK				
5	I-P	22.6		
20	I-P	20.1		
TOTAL: INDUSTRIAL PARK 42.7				
MULTI-FAMILY				
23a & 23b*	HIGH	34.7	322*	9.3*
4	HIGH	61.5	738	12.0
TOTAL: MULTI-FAMILY 96.2 1060* 11.0*				
SINGLE-FAMILY				
3	MED. HIGH	50.8	244	4.8
8	MEDIUM	75.6	273	3.6
10	MEDIUM	36.9	140	3.8
13	MEDIUM	95.8	364	3.8
16	MEDIUM	39.2	118	3.0
17	MEDIUM	37.4	112	3.0
19	MEDIUM	29.6	89	3.0
TOTAL: SINGLE-FAMILY 365.3 1340 3.7				
PUBLIC FACILITIES				
14	P	20.0		
15	S	10.0		
18	S	10.0		
21	P	5.0		
24	PF	2.3		
TOTAL: PUBLIC FACILITIES 47.3				
TOTAL: PROJECT 757.7 2400*				

*Development of Planning Areas 23a and 23b pursuant to the senior citizen housing alternative will increase the total number of dwelling units in PA 23 to 567 at an overall density of approximately 16.3 du/ac. The total number of multi-family dwelling units within the specific plan will increase to 1,305 (overall density of 13.6 du/ac) and the total residential dwelling units within the specific plan will increase to 2,645 units.

- ⊗ - PROPOSED EXPANSION OF PARK & RIDE TO 5.0 AC.
- ⊙ 21 - 5 AC. COMMUNITY PARK TO BE LOCATED IN PLANNING AREAS 10, 13 OR 17.
- ⊙ TL - 2 TOT LOTS TO BE LOCATED ONE EACH IN PLANNING AREAS 3 & 8.
- ⊕ - 2.5 AC. PARK SITE TO BE LOCATED IN PA 8.

LEGEND

- C COMMERCIAL
- I.P. INDUSTRIAL PARK
- HIGH R-3 8 - 14 DU/AC
- MED. HIGH R-2 5 - 8 DU/AC
- MED. R-1 2 - 5 DU/AC
- S SCHOOL
- P PARK
- PF PUBLIC FACILITIES

ACREAGES ARE APPROXIMATE AND SHOULD BE USED FOR PLANNING PURPOSES ONLY

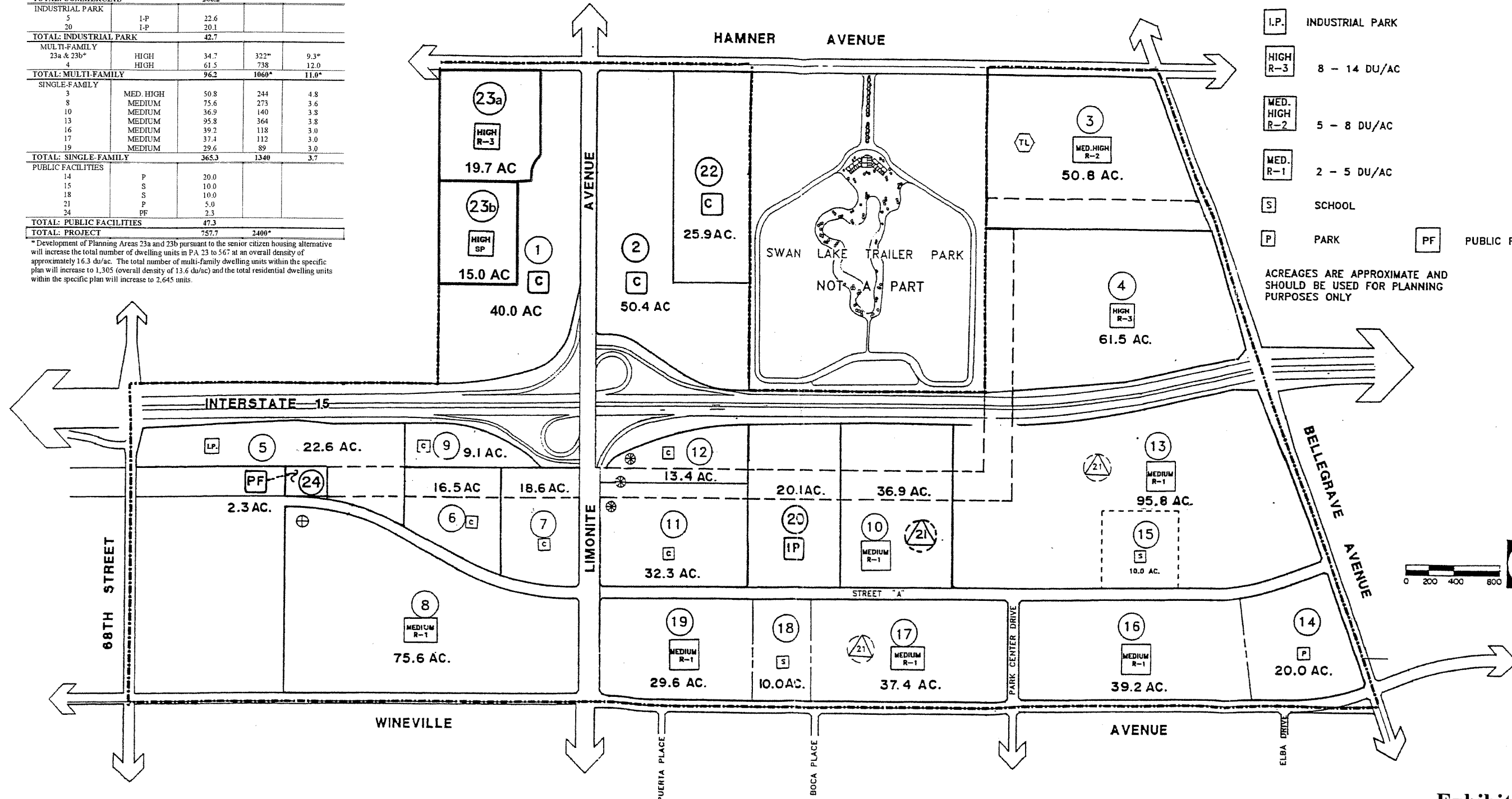


Exhibit IV-1
LAND USE PLAN

Table IV-1, I-15 Corridor Specific Plan - Land Use Summary

PLANNING AREA	DESIGNATION	ACRES (GROSS)	UNITS	D/U PER ACRE
3	MH	50.8	244	4.8
8	M	75.6	273	3.6
10	M	36.9	140	3.8
13	M	95.8	364	3.8
16	M	39.2	118	3.0
17	M	37.4	112	3.0
19	M	29.6	89	3.0
Total Single Family:		365.3	1,340	3.7
4	H	61.5	738	12.0
23 ³	H	34.7 ³	322 ³	9.3 ³
Total Multi-Family		96.2	1,060³	11.0³
1	C	40.0	--	--
2	C	50.4	--	--
6	C	16.5	--	--
7	C	18.6	--	--
9	C	9.1	--	--
11	C	32.3	--	--
12	C	13.4	--	--
22	C	25.9	--	--
Total Commercial:		206.2	--	--
5	IP	22.6		
20	IP	20.1		
Total Industrial Park		42.7		
14	P	20.0	--	--
15	S	10.0	--	--
18	S	10.0	--	--
21	P	5.0	--	--
24	PF	2.3	--	--
Total Public Facilities		47.3		
TOTAL:		757.7	2,400³	

³ Development of Planning Area 23 pursuant the senior citizen housing alternative, as described in Section IV.B.23, will result in a portion of the planning area being developed with a maximum of 322 multi-family dwelling units at a maximum density of 20.0 DU/AC and a portion of the planning area developed with 245 multi-family dwelling units for senior citizens at a maximum density of 36.0 DU/AC. Additionally, the total number of multi-family dwelling units within the I-15 Corridor Specific Plan will increase to 1,305 units at an overall density of 13.6 DU/AC and total residential units within the specific plan will increase to 2,645 units.

- 1) All development shall comply with the development standards of County Ordinance 348.
- 2) Parking shall be provided as required by Section 18.12 of Ordinance 348.
- 3) Building elevations shall include full roof treatments and all mechanical roof-mounted equipment shall be screened from view from public highways.
- 4) Wherever commercial development abuts residential development, either at the property line or across a street or road, the commercial development shall be designed to, and incorporate design features which, minimize negative impacts such as glare, light, odors and noise.
- 5) Storage areas, loading areas and trash receptacles shall be located and screened so as not to impose adverse health and noise impacts upon adjoining areas.
- 6) Signage will be consistent with standards set forth by County Ordinance and the Specific Plan Design Guidelines.
- 7) All project lighting shall be in accordance with the County of Riverside Lighting Ordinance.
- 8) All commercial areas shall be maintained by the property owner or Merchant's Association, as appropriate.

Residential Component

The residential component of the I-15 Corridor Specific Plan is designed to satisfy perceived demand in the area for the proposed product types. The plan has also taken the physical characteristics of the site into consideration. Anticipated housing demand in the area is for primary homes in a single-family detached configuration, as well as rental units in a multi-family setting. The primary home market is in close proximity to shopping, schools and recreation areas.

Controls on residential development levels for the I-15 Corridor Specific Plan are as follows:

1. The maximum number of dwelling units indicated in the land use summary (Table IV-1) may not be exceeded.
2. The maximum number of dwelling units allocated to each phase of the project may not be exceeded, except as provided for in Section IV-D, Implementation Programs.
3. Project densities may not exceed the density range specified for planning areas, except as provided for in Section D, Implementation Programs.

The phasing plan for residential development in the I-15 Corridor Specific Plan is illustrated in Exhibit IV-14 and detailed in Table IV-3 (see Phasing Plan). Each phase of development will include all infrastructure improvements necessary to service each phase of development along with provisions for public services to the development.

Recreation and Open Space Component

The Recreation and Open Space Plan, shown on Exhibit IV-2, illustrates the recreational components of the plan. The plan provides for 25 acres of public park land including a 20-acre sports park (Planning Area 14), a 5.0-acre neighborhood park (Planning Area 21) and two tot lots, one each in Planning Areas 3 and 8. The neighborhood park will be situated so as to augment school play facilities, as well as being made accessible to both existing and future area residents. In accordance with the Jurupa Community Plan Policies, which require three acres of parkland for every 386 units, a development with 2,400 dwelling units would be required to provide 18.6 acres of parkland. Development of the senior citizen alternative in Planning Area 23 will increase development to 2,645 dwelling units, which would require 20.6 acres of parkland. The Specific Plan proposes to dedicate a total of 25 gross acres of parkland to the Jurupa Area Recreation and Parks District plus two tot lots to the appropriate homeowners association. The number of park acres being dedicated exceed the minimum requirement, and no additional fees will be required.

In addition to proposed on-site park areas, such major park facilities as Prado Basin Park, Santa Ana River Regional Park and Rivertrails Park are located within a three mile radius of the site.

The plan includes a network of bicycle lanes within the project. The bike lane along west side of Hamner Avenue is identified in the County General Plan as a Class II Route, which is a delineated trail within the street pavement. This will be the requirement of the adjacent property developer. The Specific Plan is proposing additional trails that are combination pedestrian/bike paths, to be located on the east side of Street "A", the south side of Bellegrave Avenue, and on the north sides of Limonite Avenue, between Wineville Avenue and Street "A". These paths are similar to Class I bike trails in that the paved trail is separated from the street pavement. A Class II bike trail (painted within the street pavement) shall be provided on the west side of Wineville Avenue within the project boundary.

2. Circulation Plan

Highway Designations

Primary access to the site is provided via Interstate 15 and Limonite Avenue. Interstate 15 is a six-lane freeway with access ramps at Limonite Avenue. Secondary project access is available from Hamner Avenue, Wineville Avenue and Bellegrave Avenue. Table IV-2 lists the proposed improvements to existing and planned circulation elements per the project traffic study recommendations.

All roadways and street improvements will be designed and constructed in accordance with standards established by the Riverside County Transportation Department. The Circulation Plan

is depicted in Exhibit IV-3 and access plan is depicted in Exhibit IV-4; and typical sections are shown in Exhibit IV-5 and Exhibit IV-6.

Table IV-2, Proposed Circulation Improvements

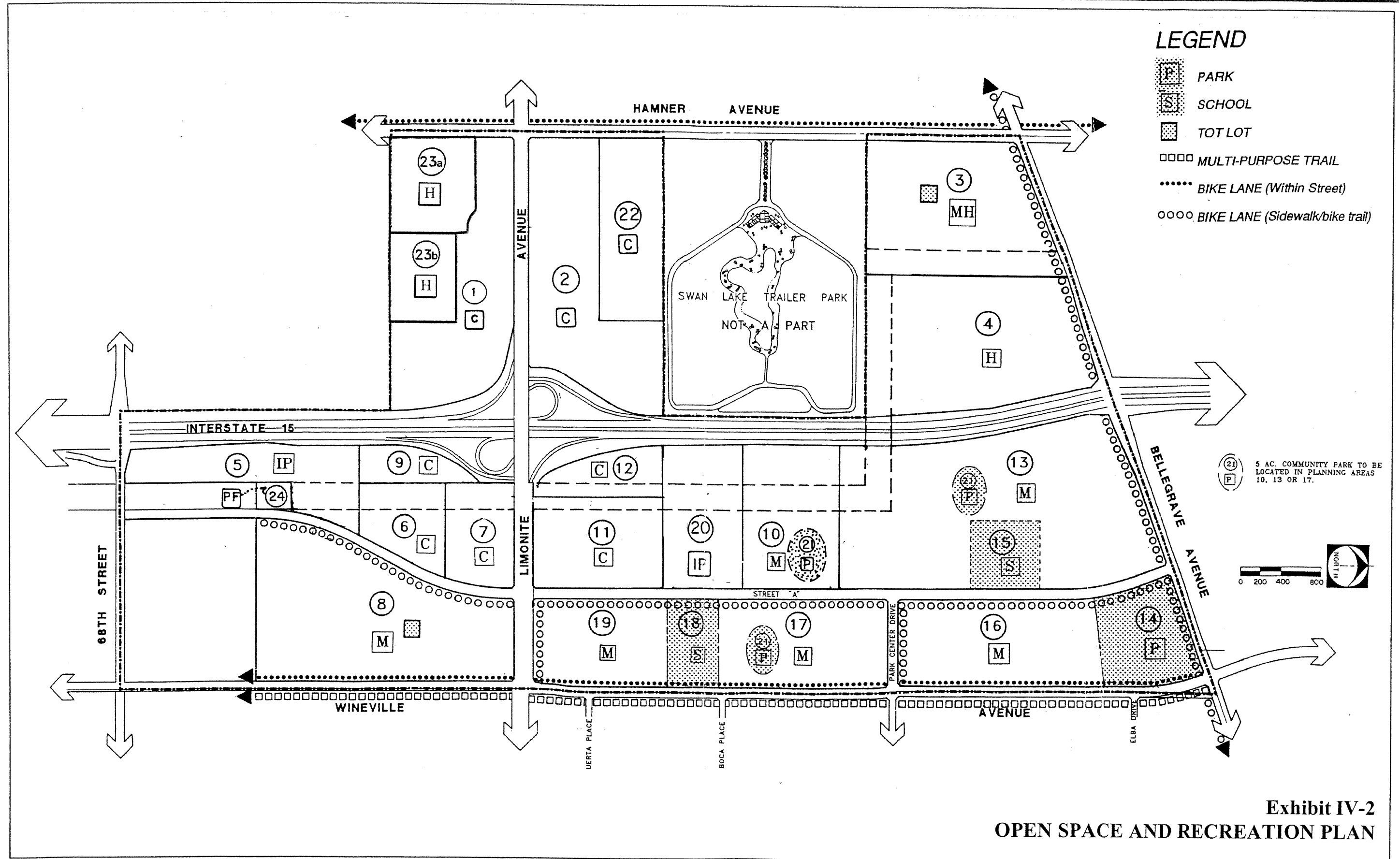
Street	Segment	General Plan Designation¹	Proposed Designation	R.O.W.
Limonite	Hamner to Wineville	M	UA	166'
Hamner	Bellegrave to S.W.C. P.A.23	SP	UA	134'
Wineville	Bellegrave to Limonite	M	M	100'
Wineville	Limonite to S.E.C. P.A.8	S	S	88'
Bellegrave	Wineville to Hamner	M	M	100'
Street A	Bellegrave to Limonite	ND	M	100'
Street A	Limonite to S.W.C. P.A.8	ND	S	88'
68th	SCE Alignment to I-15	S	S	88'

UA	-	Urban Arterial
SP	-	Specific Plan
A	-	Arterial
M	-	Major
S	-	Secondary
ND	-	Not Designated

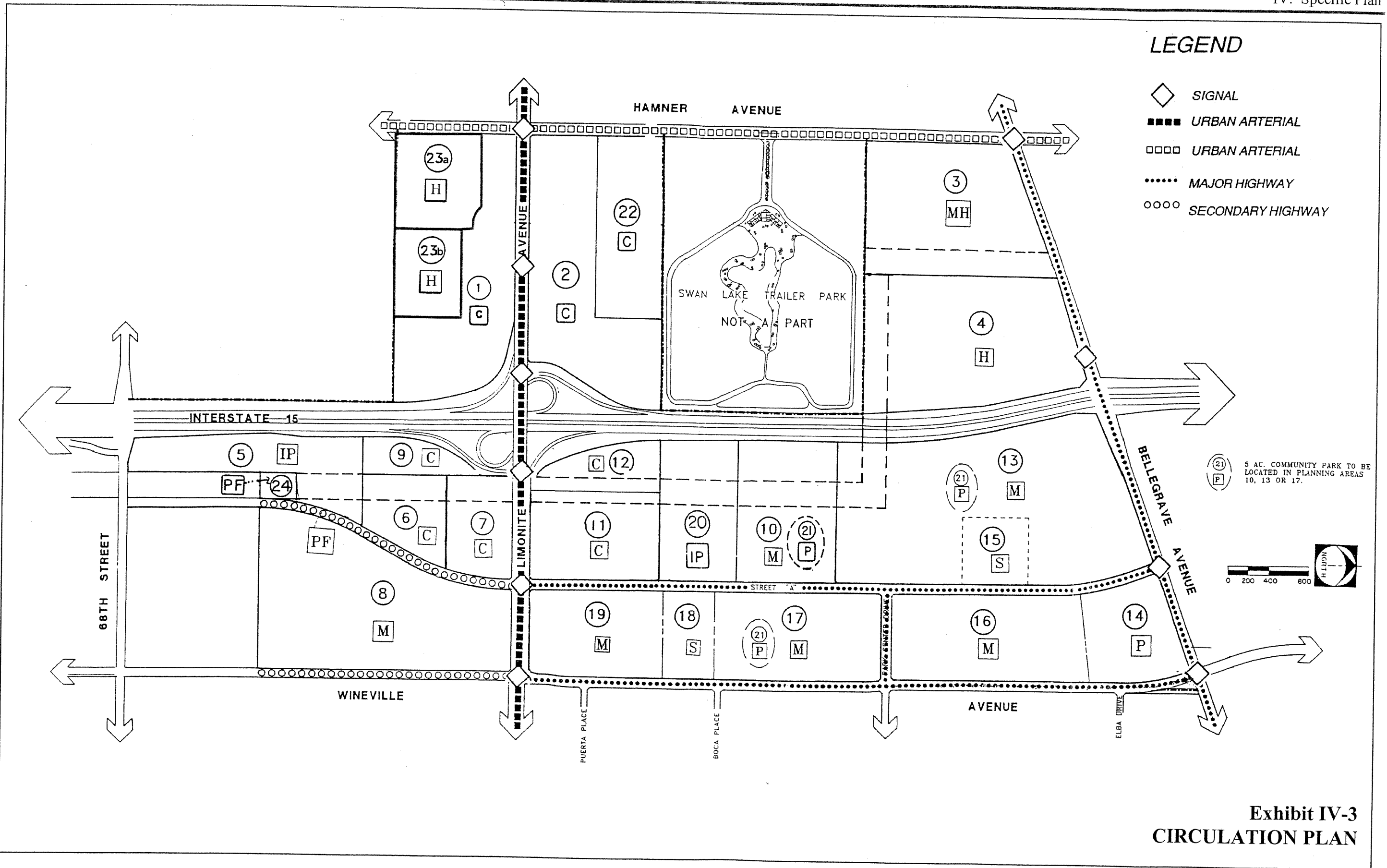
¹Source: Riverside County General Plan, Circulation Study Area No. 1.

Development Standards

- a. Any application for any subdivision within the specific plan boundary (including a Schedule I Parcel Map) shall cause the design of the specific plan master planned infrastructure within the final map boundaries, with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter of a quarter section. Specific Plan Schedule I Parcel Maps shall design the street system shown therein.
- b. All projects, including subdivisions within the specific plan boundary, shall be subject to the Development Monitoring Program.

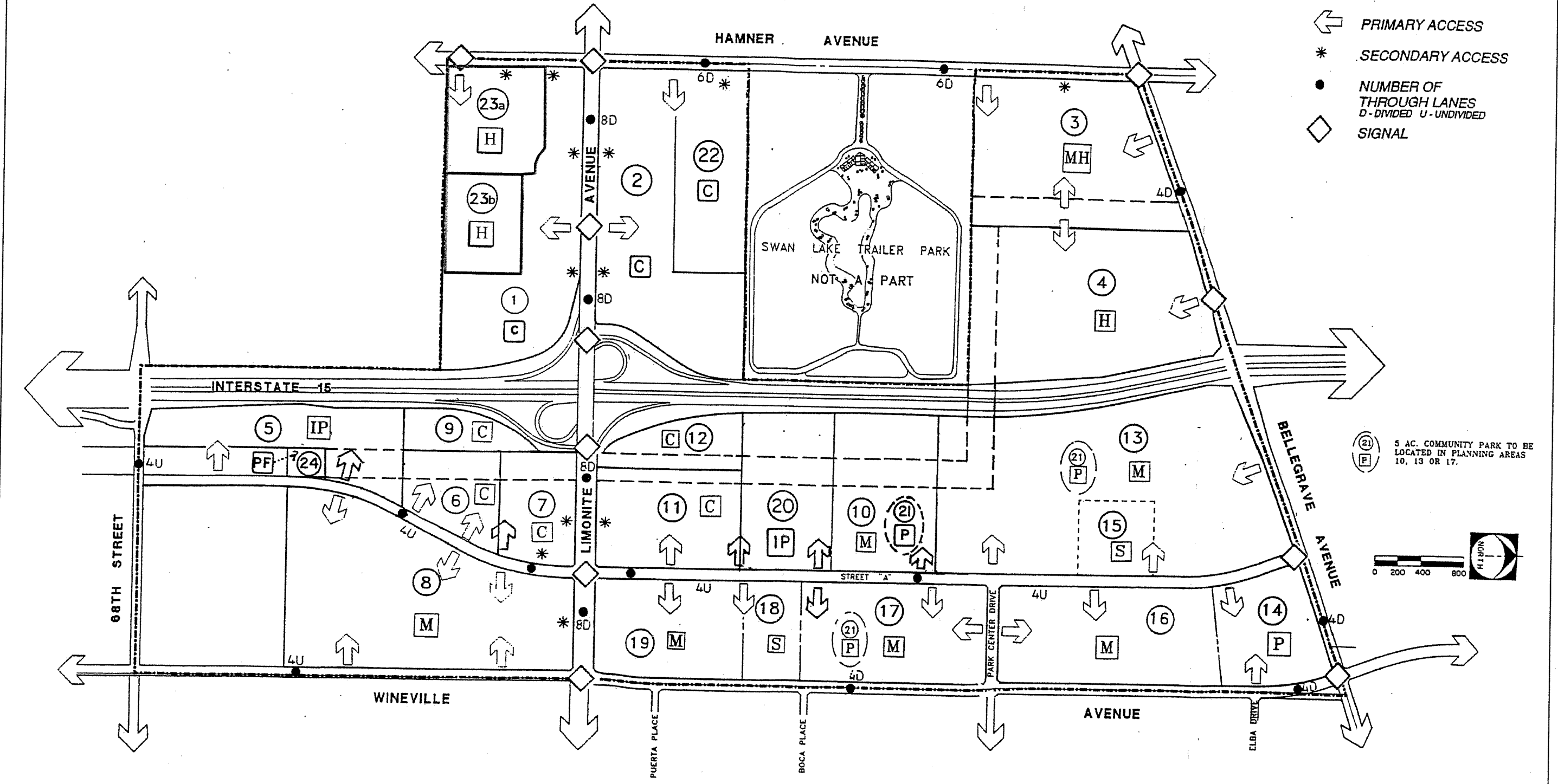


**Exhibit IV-2
OPEN SPACE AND RECREATION PLAN**



LEGEND

- ← PRIMARY ACCESS
- * SECONDARY ACCESS
- NUMBER OF THROUGH LANES
D-DIVIDED U-UNDIVIDED
- ◇ SIGNAL



(21) 5 AC. COMMUNITY PARK TO BE LOCATED IN PLANNING AREAS 10, 13 OR 17.

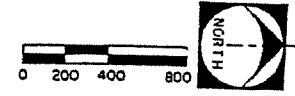
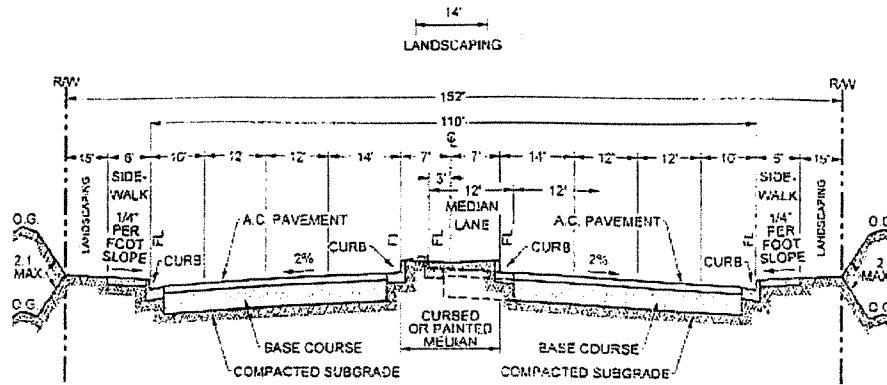
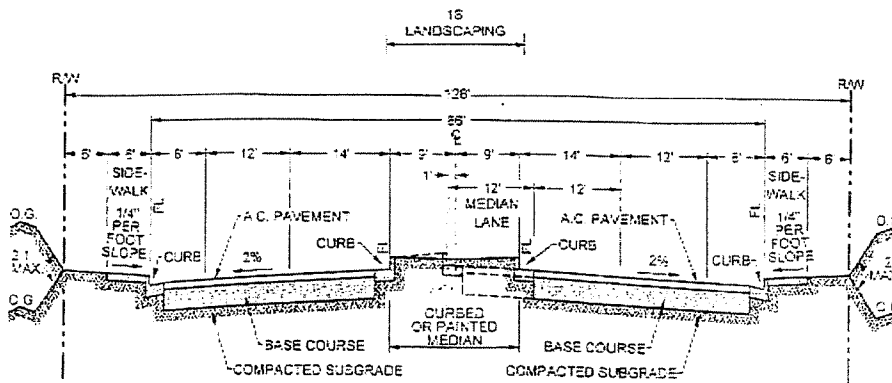


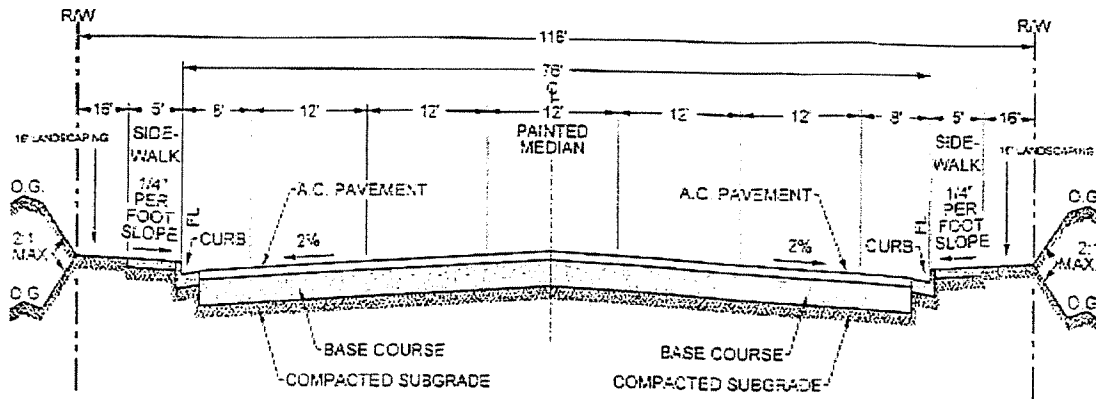
Exhibit IV-4
ACCESS AND CONTROL PLAN



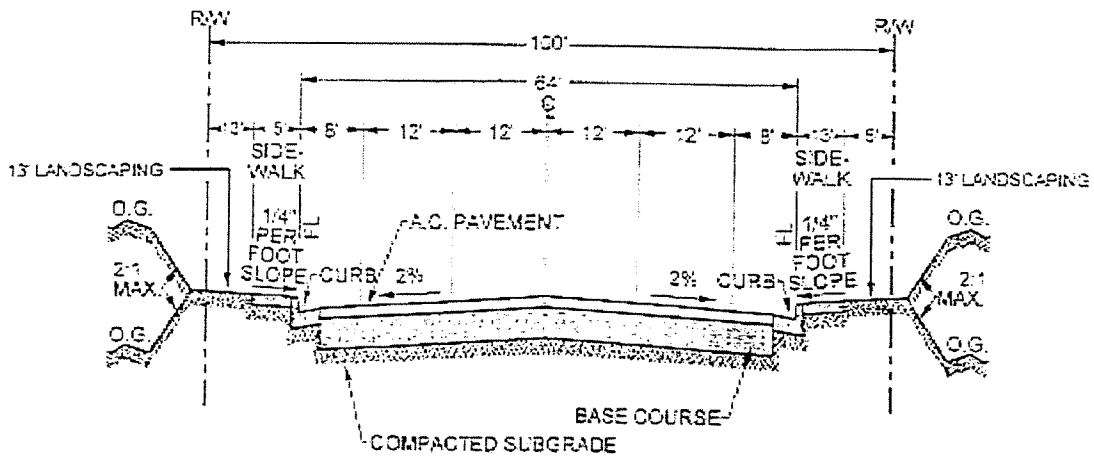
URBAN ARTERIAL
LIMONITE AVENUE



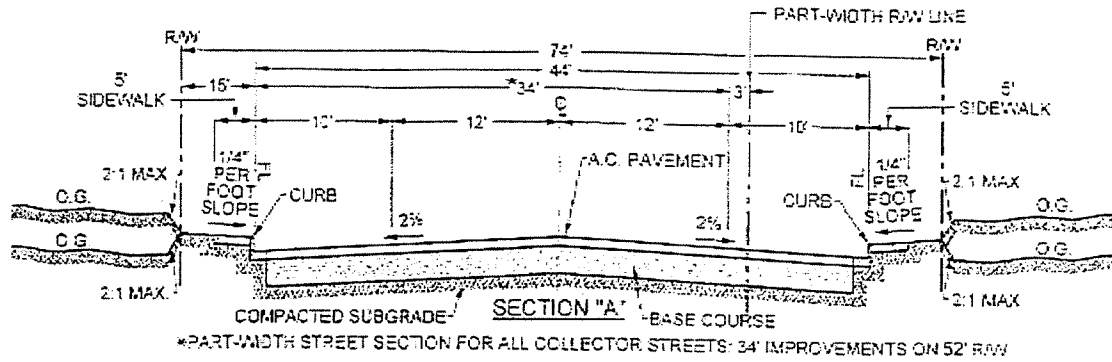
ARTERIAL
N/A



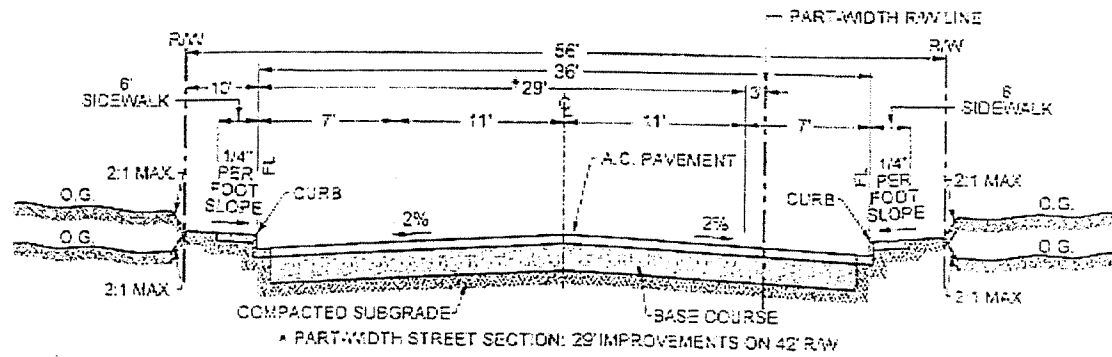
MAJOR HIGHWAY
BELLEGRAVE AVENUE
STREET "A" (BELLEGRAVE TO LIMONITE)
WINEVILLE (BELLEGRAVE TO LIMONITE)



SECONDARY HIGHWAY
STREET "A" (LIMONITE TO S.W.C. OF P.A. 8)
WINEVILLE (LIMONITE TO S.E.C. OF P.A. 8)



COLLECTOR STREET



GENERAL LOCAL STREET

- c. All roadways intersecting four lane facilities or greater shall be a minimum of 66 feet of right-of-way and constructed in accordance with Standard 103, Ordinance 461 from the four lane facility to the nearest intersection.
- d. All typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
- e. All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461, or as approved by the Transportation Department.
- f. Road improvements shall be required in accordance with the Phasing Plan of the I-15 Corridor Specific Plan.
- g. Landscaping along arterial, major and secondary highways shall be consistent with the applicable Landscape Design Guidelines in Section C.3.
- h. Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department.
- i. Non-vehicular circulation modes shall be accommodated consistent with the Recreation/Open Space Exhibit IV-2. The project is not responsible for the bike trail on the west side of Hamner Avenue.
- j. All bike trails developed as part of this specific plan shall be approved by the Transportation Department.
- k. Drainage - This specific plan proposes no facilities to be maintained by the Transportation Department. Therefore, all facilities other than facilities to be constructed in the road right-of-way will be either private or be Flood Control District facilities.
- l. Sidewalks shall be required on both sides of streets, except Wineville, which will have a sidewalk only on the west side. Unless otherwise indicated on Exhibit IV-10, all sidewalks shall be curb sidewalks. This project is not responsible for sidewalks on the north side of Bellegrave Avenue or the west side of Hamner Avenue.

Circulation Guidelines

- a. Design standards should follow development criteria set forth in the Circulation Element of the Comprehensive General Plan.
- b. Commercial areas should be designed in a manner that facilitates future public transportation options. As commercial areas are developed, appropriate access for bus stopping and turning movements should be incorporated as deemed necessary by the Riverside Transit Authority.

- c. Commercial - Per the General Plan, "Neighborhood Commercial Uses must be located along Secondary or greater highways, at or near intersections with Secondary Highways."
- d. Schools/Parks - The Transportation Department's policy regarding streets adjacent to school sites and park sites requires a minimum of 66' right-of-way (Standard 103).
- e. The circulation system should consider and coordinate roadway alignments with developments adjacent to the project area.
- f. Bicycle paths and pedestrian trails should be integrated with the street system, and adjacent developments where possible.
- g. Circulation design should provide for a safe and adequate means of ingress and egress of vehicular and pedestrian traffic to and within the project.
- h. Mid-block crosswalks are not allowed.
- i. Circulation design should provide for access of emergency vehicles necessary to serve the project area.
- j. Circulation design should provide for the most economical construction and maintenance of the necessary streets within the project areas consistent within the circulation objectives of the plan.
- k. All public streets should be provided with a level of street lighting designed to protect the health, safety and welfare of those residing or employed in, and passing through the Specific Plan area.
- l. Driveways and drives should be designed to a grade and alignment that will provide the maximum of safety and convenience for vehicular, emergency and pedestrian use in a manner which will not interfere with drainage or public use of the sidewalks and/or streets.
- m. Driveways/Access Points - No driveways or access points as shown in the specific plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the streets' classifications.
- n. The Limonite Avenue freeway overcrossing and freeway interchange shall be widened through a road and bridge benefit district or other regional funding mechanism.

Street Standards

- a. Relationship to Established Standards - Specific Plan street standards, as provided in Exhibit IV-3, are in conformance with the County's present design standards (Ordinance No. 461), with the exception of Wineville Avenue north of Limonite Avenue and Limonite Avenue between Hamner and Wineville Avenue.

- b. Geometrics - The design of all streets shall incorporate horizontal and vertical curves adequate to provide safe vehicular travel.
- c. Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project.
- d. No textured pavement accents will be allowed within County right-of-way.
- e. Curb sidewalks shall maintain a minimum clear width of six feet, except where there is a combination pedestrian/bike path where the minimum width shall be eight feet. All sidewalk shall be constructed of concrete. Vertical concrete curbs shall be provided for any curb which serves to carry storm run-off and shall be constructed with an integral gutter. All improvements shall conform to the County's standards and specifications for road improvement.
- f. Cul-de-sac Standards - Cul-de-sacs shall have a minimum radius of 38 feet. Maximum length of a cul-de-sac without a second emergency access shall be 1,320 feet.

Off-Street Parking Standards

- a. Parking Requirements - All required parking for uses within the I-15 Corridor Specific Plan shall comply with the construction, dimension and quantity standards specified in Section 18.12, Riverside County Land Use Ordinance. Provision of compact and handicapped parking stalls, and bicycle parking facilities shall be in accordance with Section 18.12, Riverside County Land Use Ordinance.
- b. Parking Design Standards - All circulation, access and design of parking areas within the I-15 Corridor Specific Plan shall be consistent with the applicable provisions of Section 18.12, Riverside County Land Use Ordinance, and as approved by the Transportation Department.
- c. Landscaping/Screening - All parking and loading areas shall be visually buffered from residential areas and roadways by appropriate landscaping and screening. Parking areas shall be buffered from roadways to a minimum height of 30 inches and from residential areas to a minimum height of six feet. Loading areas shall be screened from roadways and residential areas to a minimum height of six feet. Screening may consist of berming, landscaping, fencing, walls, grade separations, or a combination of these. All parking lot landscaping shall be provided in accordance with the applicable provisions of Section 18.12.b.6., Riverside County Land Use Ordinance.
- d. The existing park and ride lot on Limonite Avenue shall be expanded as necessary to accommodate an additional 57 spaces for a total of 133 spaces.

3. Drainage Plan

The I-15 Corridor Specific Plan is located within two drainage areas. The lands comprised of approximately 510 acres to the east of the recently completed freeway are located within the boundary of the Riverside County Flood Control District Day Creek Area Drainage Plan. The Day Creek Channel has previously been constructed under this plan. Lateral "C" is proposed to be constructed along the south side of Limonite Avenue from the Day Creek Channel to the intersection of Limonite and Wineville Avenue, and then northerly along the west side of Wineville Avenue through the easterly portion of Planning Area 19 to a point approximately 2,800 linear feet northerly of Limonite.

The remaining portion of the site west of the freeway is located within the proposed Eastvale Area Drainage Plan. This plan has recently been adopted by the County Board of Supervisors. Under the plan, the line "E" storm drain would be constructed from State Route 60 South to an open channel below Schleisman Avenue that would discharge into the Santa Ana River. The storm drain would enter the project site between planning areas three and four and bisect Planning Areas 3 and 4 continue aligned with Hamner Avenue between Planning Areas 3 and 23, and leave the project between Planning Areas 1 and 23.

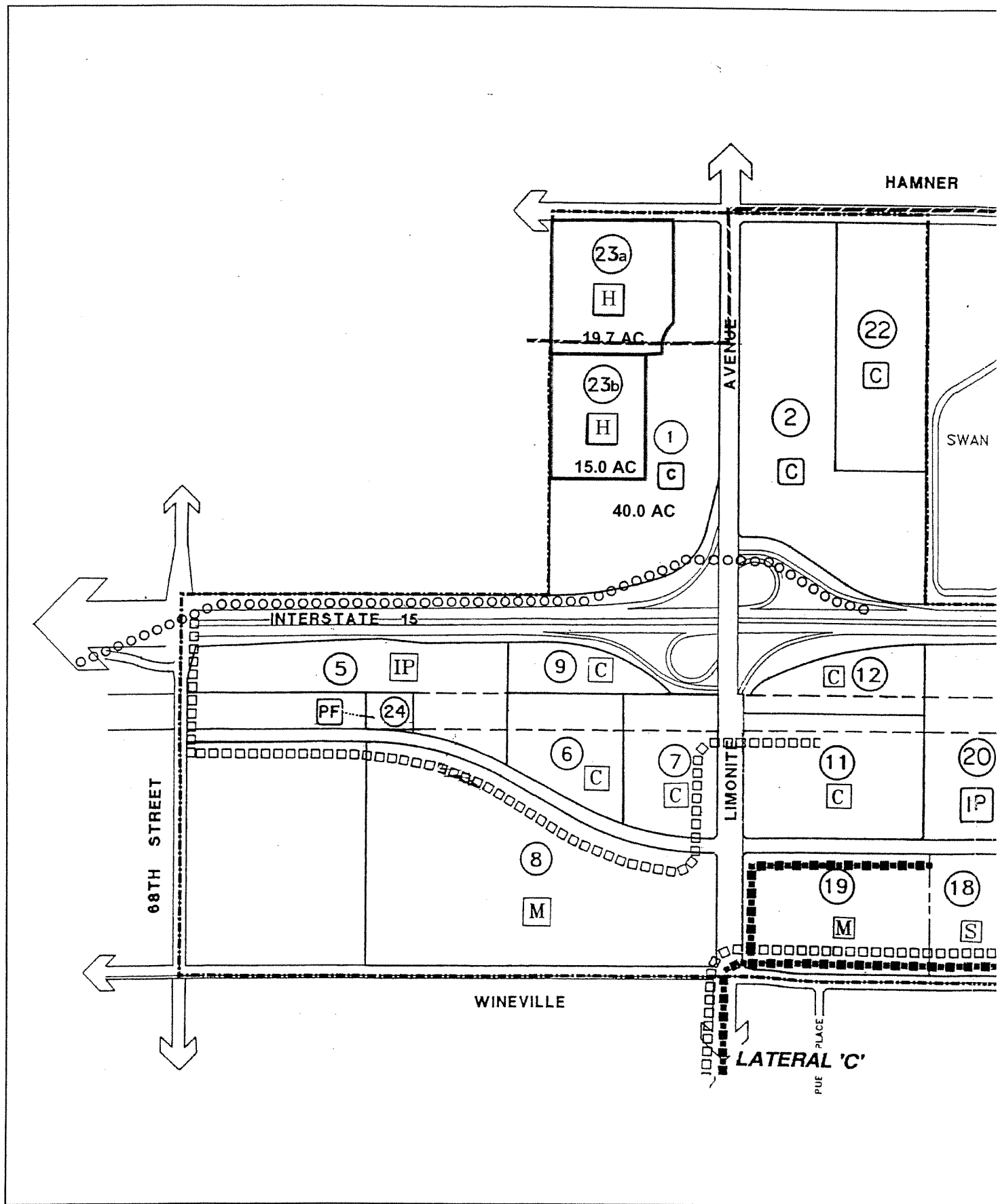
Under the master grading plan, it is anticipated that the southerly portion of Planning Areas 11 and 19 shall be filled to elevation 653 feet which will permit the construction of Lateral "C," and extension of Lateral "C" to the intersection of Street "A" and Bellegrave Avenue. Under this concept, all flows northerly of Limonite Avenue will be tributary to Lateral "C" and then be conveyed to the Day Creek Channel. There are approximately 420 acres northerly of the project boundary and southerly of Lateral "D" which are tributary to the northerly project boundary. Under this plan, construction of Lateral "D" is necessary to convey flows north of Lateral "D" and south of Highway 60 to Day Creek Channel. Lateral C will also need to be enlarged to accept approximately 996 cfs, which is about 430 cfs greater than the 565 cfs currently shown in the Area Drainage Plan. This Drainage Alternative (upsizing Lateral C) is preferred by the developer because it accommodates the proposed land use and grading plans, and results in only minor modifications to the Day Creek Area Drainage Plan. Planning Area 17 contains a proposed levee or berm to convey drainage into the Day Creek Drainage Plan.

A second possible alternative is to follow the Flood Control Master Drainage Plan for Day Creek Channel as proposed. In that case, Planning Areas 11 and 19 do not need to be filled. Construction of Lateral "C" is necessary to pick up portions of flow tributary north of Limonite Avenue. Under this plan, in order to fully develop Planning Areas 5, 6, 7, 8, 9, and 24 located southerly of Limonite Avenue, not only do Laterals "C" and "D" need to be constructed, but another storm drain is necessary to convey flows from the existing double five foot by four foot RCB crossing under Limonite Avenue to the existing 12 foot by six foot RCB crossing 68th Street. The area within the project west of the I-15 is subject to stormwater runoff from the north. A portion of the drainage area north of Bellegrave and Planning Areas 3 and 4 is tributary to Bellegrave Avenue east of Hamner Avenue and westerly of the state highway right-of-way with subdrainage areas draining southwesterly across Hamner Avenue northerly of the project boundary. With the adoption of the Eastvale Area Drainage Plan by the County Board of

Supervisors, it is anticipated that there will be an area drainage fee which will finance the improvements identified in the plan and will mitigate flood-related impacts. Lands within the I-15 Corridor Specific Plan will be required to participate in this plan by the construction and financing of improvements necessary to flood-proof all lands within the Specific Plan.

The drainage plan for the I-15 Corridor Specific Plan (Exhibit IV-8) shows the proposed improvements of the Day Creek Area Drainage Plan and improvements constructed by Caltrans, as well as two alternatives for drainage improvements proposed for the Specific Plan area.

- a. All drainage and flood control measures shall be provided in accordance with the requirements of the Riverside County Flood Control and Water Conservation District, and consistent with the provisions of the Day Creek and Eastvale Area Drainage Plans as modified.
- b. All flood control facilities shall be developed in consistency with the mitigation measures herein.
- c. Storm drainage facilities should ensure the acceptance and disposal of storm run-off without damage to streets or adjacent properties.



- d. All projects proposing construction activities including clearing, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater, shall obtain the appropriate National Pollutant Discharge Elimination System (NPDES) construction permit and pay the appropriate fees. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to, onsite retention; covered storage of all outside storage facilities; vegetated swales; monitoring programs, etc.

4. Landscape Plan

The conceptual Landscape Plan of this document is intended to be a guideline to establish a theme and design criteria for the I-15 Corridor. The Landscape Plan has been designed to establish a project identity and graduated network of landscape corridors along the project street system (Exhibit IV-9). The conceptual Landscape Plan includes concepts for streetscapes and entry/intersection treatments. Various landscape treatments will be utilized to distinguish the hierarchy of streets.

The descriptions of the streetscape treatments can be found in Section D, Design Guidelines.

Secondary project entries are located at the intersections of Wineville and Hamner with Limonite. Secondary project entries are located at the intersections of Wineville and Hamner with Bellegrave. Major intersections within the project occur along Limonite at the internal north/south connector and between Planning Areas 1 and 2, and at Street A. Secondary project intersections are located at the intersections of Park Center Drive and Bellegrave with Street A.

The conceptual Landscape Plan for the subject property is shown in Exhibit IV-8. Exhibit IV-10 is a parkway plan for the entire site illustrating the five proposed configurations for parkway treatments in the project. Exhibit IV-11 and Exhibit IV-12 illustrate the sections for the five types of parkway conditions. Detailed features and development standards of the landscape concept are described and illustrated in Section D, Design Guidelines. Such features include walls and fences, streetscapes, entries and open space treatments. The Design Guidelines also include landscape design standards and a proposed plant palette.

5. Water and Sewer Plan

a. Plan Descriptions

The I-15 Corridor Specific Plan is located within the Jurupa Community Services District (JCS D), which is located within the Metropolitan Water District (MWD).

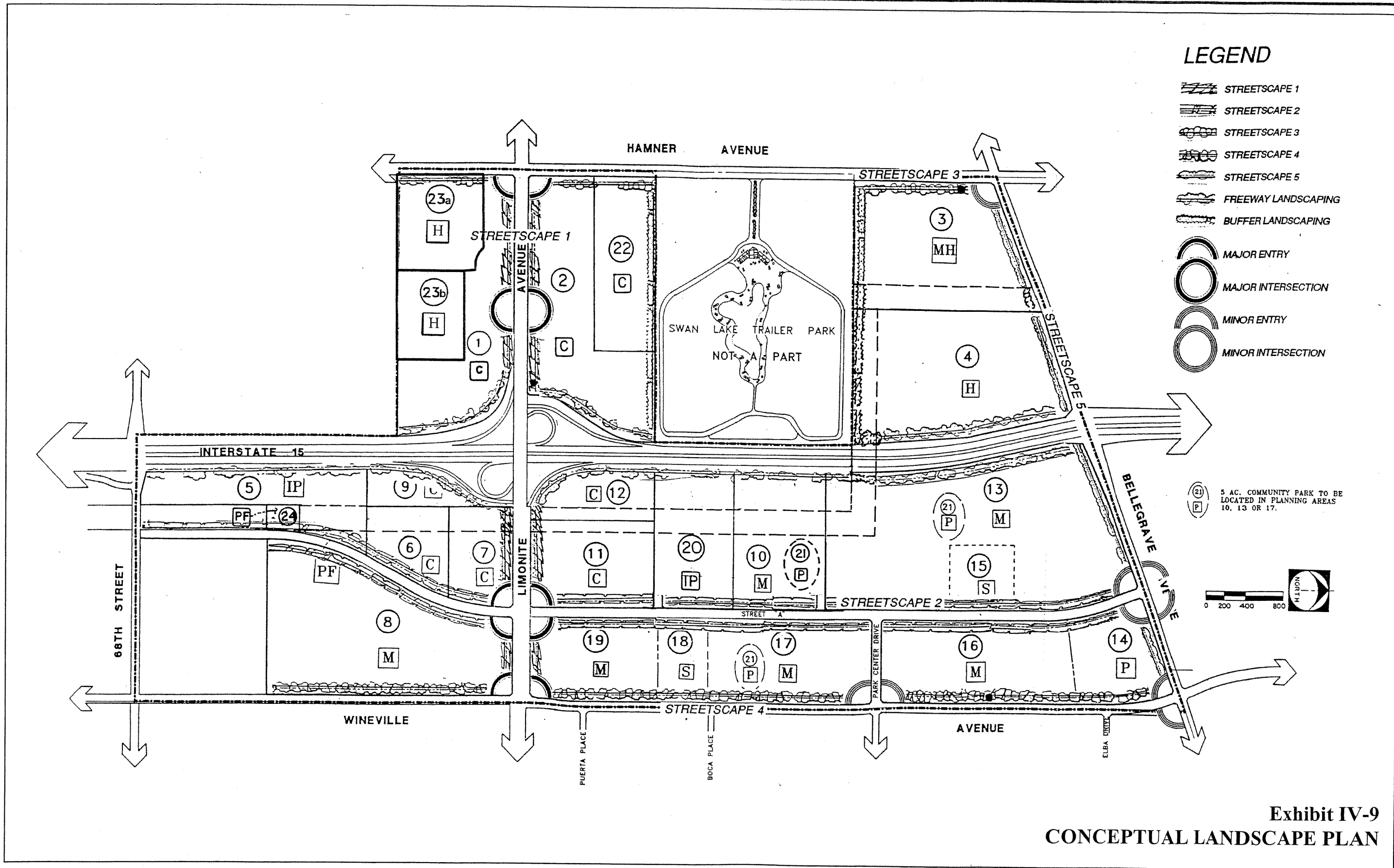
The JCS D receives its water supply for the project area from wells within the Chino Groundwater Basin. Adequate infrastructure does not exist at present to provide water service to the proposed project. A water main must be connected to the existing system northeast of the

project area, to be extended along Bellegrave to Etiwanda Avenue. Within the Specific Plan area, 16-inch water mains will be installed along Limonite, Hamner and Bellegrave Avenues, and along a north-south route between Bellegrave and Limonite. The facilities which will be installed to provide water to the project area are shown in the Water/Sewer Plan (Exhibit IV-13).

Sewer service for the project will also be provided by JCSD. JCSD has purchased capacity rights to the Santa Ana Regional Interceptor (SARI) line, which is the sewage pipeline planned by the Santa Ana Watershed Project Authority to extend from Prado Dam to the San Bernardino Wastewater Treatment Plant. The pipeline is scheduled to be constructed to Etiwanda Avenue and be operational by December 1990. One of the two major reaches of the SARI line will be located directly to the west of the project area, running northward along Hamner Avenue and then northeastward along Bellegrave Avenue. Within the project, sewer lines range from 12-inch pipes in the northern area to 15 to 18 inches from Limonite southward. Sewage for the project area will be conveyed to a pump station at 68th Street and Wineville Avenue, and from there will be conveyed by gravity to the SARI connection at Hamner and Schleisman Avenues. The sewage collection system is shown in the Water/Sewage Plan (Exhibit IV-13).

b. Development Standards

- All water and sewer lines shall be placed underground.
- All water and sewer lines shall be installed in accordance with the requirements and specifications of Jurupa Community Services District.
- Water and sewage facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department.
- It is the intention of the developer to participate in any regional water supply program at the time development occurs, and should existing JCSD water supply facilities be inadequate to provide service, the developer will participate in the construction and financing of required improvements.
- The developer shall participate in the financing and construction of flow metering stations, lift stations, force mains, and trunk sewers in order to provide sewer service to the project.
- The developer shall participate in any future reclaimed water system that would be provided by JCSD. The District currently does not provide reclaimed water as a service. Installation of future facilities would be pursuant to District design standards.



LEGEND

- STREETScape 1
- STREETScape 2
- STREETScape 3
- STREETScape 4
- STREETScape 5
- FREEWAY LANDSCAPING
- BUFFER LANDSCAPING
- MAJOR ENTRY
- MAJOR INTERSECTION
- MINOR ENTRY
- MINOR INTERSECTION

(21) P
5 AC. COMMUNITY PARK TO BE LOCATED IN PLANNING AREAS 10, 13 OR 17.

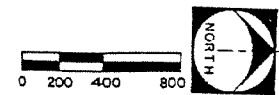
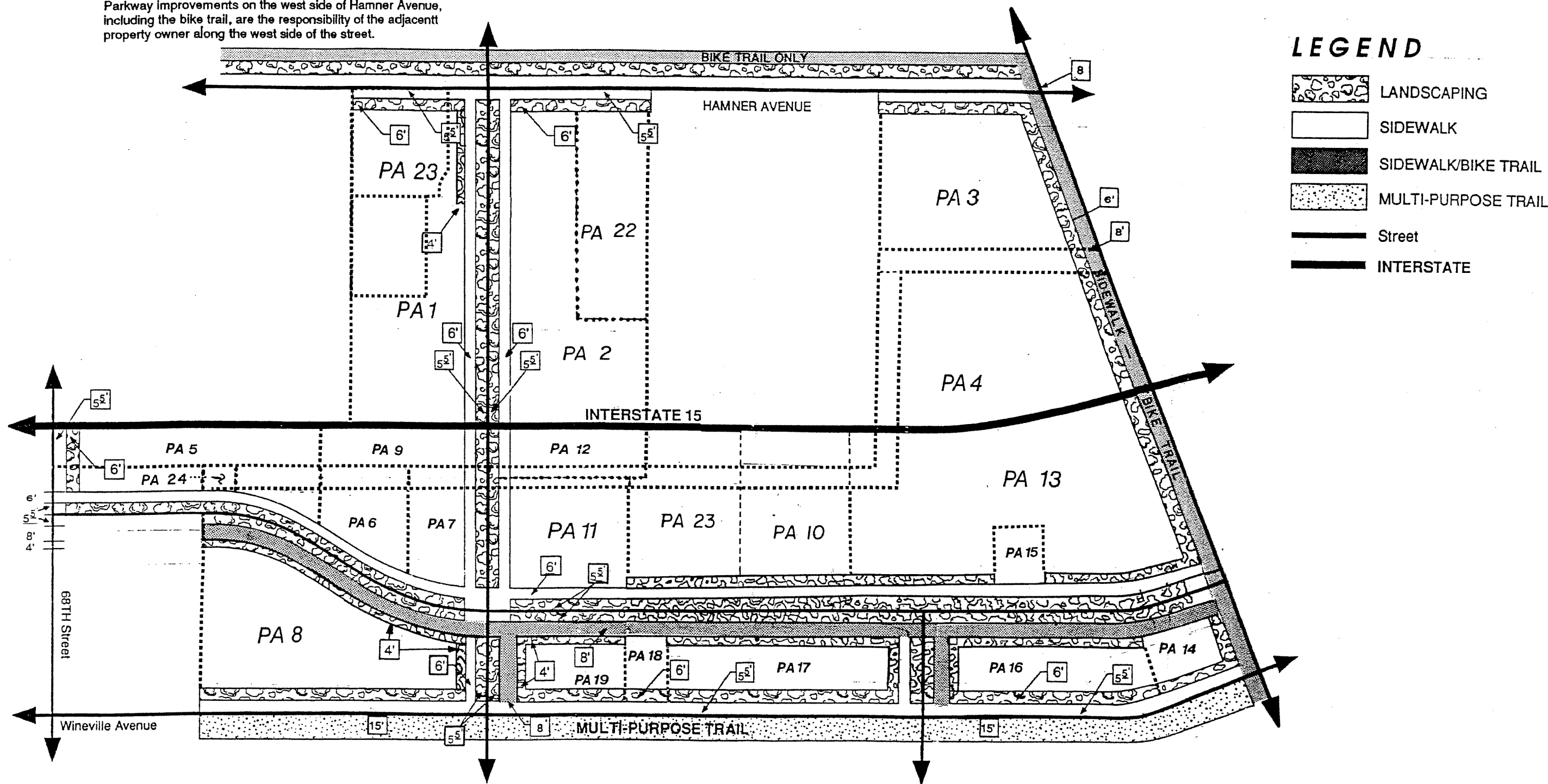

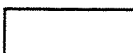

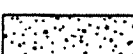




Exhibit IV-9
CONCEPTUAL LANDSCAPE PLAN

Parkway improvements on the west side of Hamner Avenue, including the bike trail, are the responsibility of the adjacent property owner along the west side of the street.



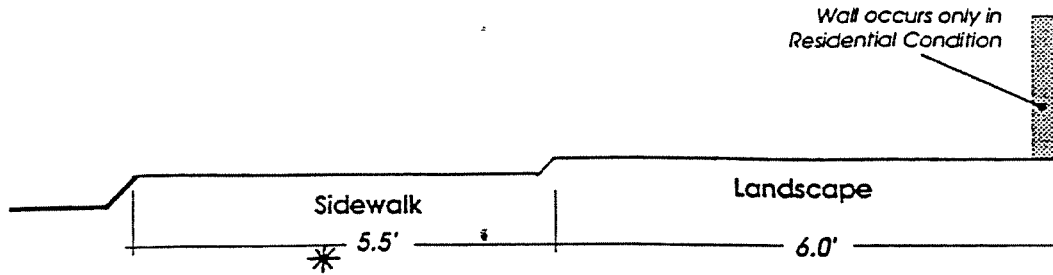
LEGEND

-  LANDSCAPING
-  SIDEWALK
-  SIDEWALK/BIKE TRAIL
-  MULTI-PURPOSE TRAIL
-  Street
-  INTERSTATE

PLANNING AND DESIGN SOLUTIONS
Community Planning • Urban Design • Environmental Services



**Exhibit IV-10
PARKWAY PLAN**



PARKWAY SECTION 1

Exterior Streets - Residential Condition

- West Side - Wineville Avenue (Planning Areas 8, 14, 16, 17, 18, and 19)
- * South Side - Bellegrave Avenue (Planning Areas 3, 4, 13 and 14)
- East Side - Hamner Avenue (Planning Area 3 and 23)

- Commercial Condition

- East Side - Hamner Avenue (Planning Area 22)
- North Side - 68th Street (Planning Area 5)

* SOUTH SIDE BELLEGRAVE AVENUE
SIDEWALK/BIKE PATH 8' WIDE



PARKWAY SECTION 2

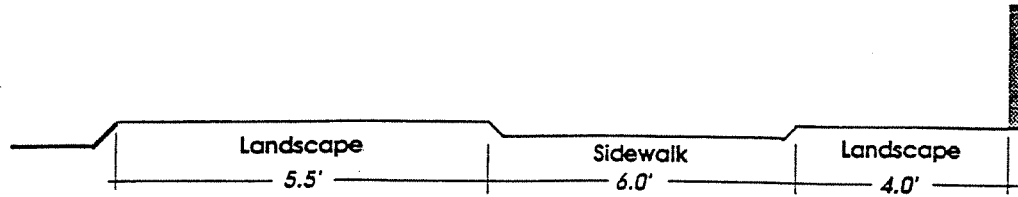
Interior Streets (Sidewalk) - Commercial Frontage

- North Side - Limonite Avenue (Planning Areas 2, 11, 12, and 22)
- South Side - Limonite Avenue (Planning Areas 1, 7, and 9)
- West Side - "A" Street (Planning Areas 6, 7, 11, 15 and 24)

NOT TO SCALE



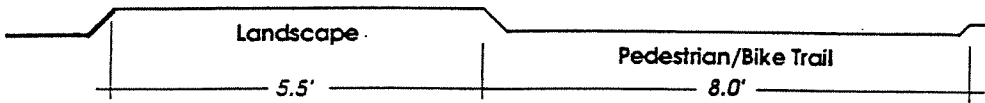
**Exhibit IV-11
PARKWAY SECTIONS**



PARKWAY SECTION 3

Interior Streets (Sidewalk) - *Residential Frontage*

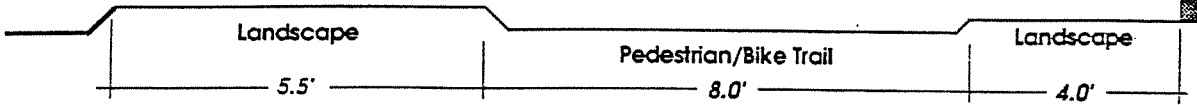
- West Side - "A" Street (Planning Area 10 and 13)
- South Side - Park Center Drive (Planning Area 17)
- South Side - Limonite Avenue (Planning Areas 8 and 23)



PARKWAY SECTION 4

Interior Streets (Pedestrian/Bike Trail) - *Commercial Public Use Frontage*

- East Side - "A" Street (Planning Areas 14 and 18)



PARKWAY SECTION 5

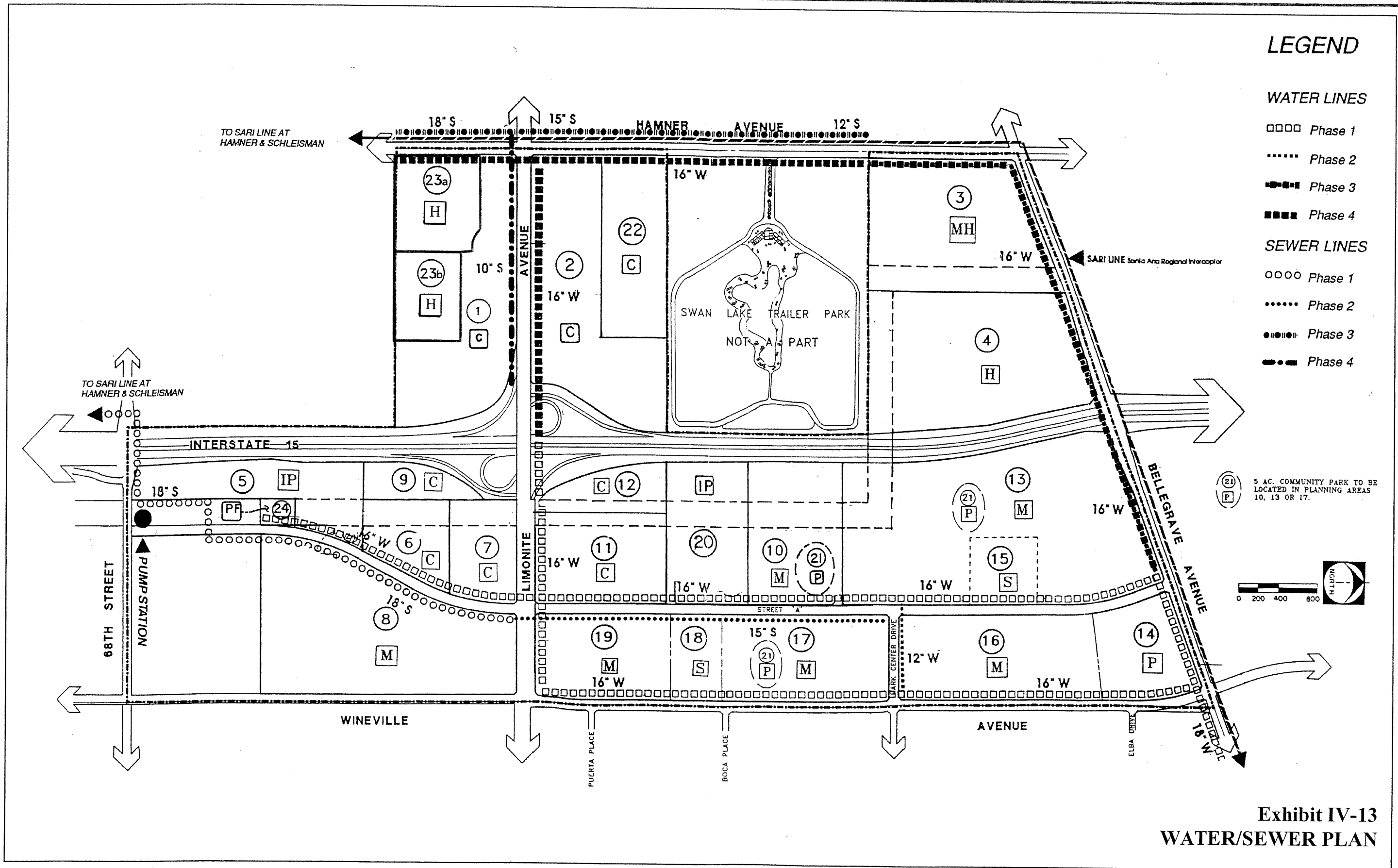
Interior Streets (Pedestrian/Bike Trail) - *Residential Frontage*

- East Side - "A" Street (Planning Areas 8, 16, 17, and 19)
- North Side - Limonite Avenue (Planning Area 19)
- North Side - Park Center Drive (Planning Areas 16)

NOT TO SCALE



**Exhibit IV-12
PARKWAY SECTIONS**



LEGEND

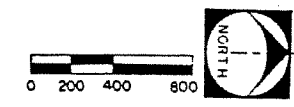
WATER LINES

- Phase 1
- Phase 2
- ▬▬▬▬ Phase 3
- ■ ■ ■ Phase 4

SEWER LINES

- Phase 1
- Phase 2
- Phase 3
- ▬▬▬▬ Phase 4

(21) 5 AC. COMMUNITY PARK TO BE LOCATED IN PLANNING AREAS 10, 13 OR 17.



**Exhibit IV-13
WATER/SEWER PLAN**

6. Public Facilities and Phasing Plan

a. Public Facilities

Public services such as fire and police protection, solid waste management, libraries, and health care facilities will be provided for through payment of applicable development mitigation fees.

Provision of school and park facilities will be made through a combination of land reservations, land dedications, fees and improvements. Details regarding the provision and adequacy of public services are included in the Environmental Analysis section of this text.

The project includes two ten-acre elementary school sites and two public park sites totaling 25.0 acres. The school sites (Planning Areas 15 and 18) will be graded in conjunction with the adjacent residential subdivision and offered to the school district at prices to be negotiated in the future. The 20-acre sports park site (Planning Area 14), is a regional park that will be dedicated to the Jurupa Area Recreation and Parks District. The 5-acre park in Planning Area 13 will be graded in conjunction with the development of that tract and dedicated to the County. The five acre park could be moved to either Planning Area 10 or 17. The location of the five acre park site is fairly flexible and the developer is prepared to work with the community to achieve a mutually beneficial and satisfactory location. In addition to the 25 acres of parks, the developer will provide tot lots to be owned and maintained by the adjacent Homeowners Association, one each in Planning Areas 3 and 8. The Specific Plan also provides for a 2.3 acre public facility site (Planning Area 24) for the possible location of a fire station, library, or other facility as needed by the community.

b. Public Facility Standards

- a. All proposed utility lines shall be underground. No pipe, conduit, cable, line of water, gas, sewage, drainage, electricity, or any other energy or service shall be installed or maintained upon any lot (outside of any building) above the surface of the ground, except for hoses, movable pipes used for irrigation, or other purposes during construction or transformers. Major flood control improvements may require open channels.
- b. The development shall conform to State and local requirements for energy conservation.
- c. The developer shall mitigate, in accordance with state law and County regulations, project-related public facilities and/or school district(s) impacts which may be identified at the tentative tract or building permit stage for this Specific Plan.
- d. In the event consideration is given to the formation of a County Service Area (CSA), community service district, or other funding mechanism to provide maintenance and/or other public services for this area, the area covered by this Specific Plan shall be considered for inclusion in this funding program.

- e. Fire protection shall be provided in accordance with the applicable sections of Ordinance 460 and/or 546 throughout the entire Specific Plan. The maximum length of any dead-end street system by Riverside County is 1,320 feet.

c. Phasing Plan

A conceptual Phasing Plan has been developed for the I-15 Corridor Specific Plan. The sequence of the various phases of development is in accordance with the landowners' development plans which is based on projected market conditions. Market conditions can rapidly change hence the Phasing Plan is conceptual in nature and does not commit to any timing of development nor the sequence in which development will occur. The Phasing Plan does not prohibit, and specifically allows the simultaneous development of more than one phase. Each phase of the project can also be divided into subphases, if market demand dictates that one portion be developed prior to the others. It is not known or anticipated at this time when buildout of the entire Specific Plan will occur.

The conceptual Phasing Plan, shown on Exhibit IV-14, illustrates the area included in each phase. There are four primary phases and two subphases. Table IV-3 lists the planning areas and dwelling unit totals included in each phase and subphase.

If development of the project follows the numerical sequence indicated in the Phasing Plan, infrastructural improvements would be phased into the development as indicated below. Variations from the numerical sequence of the Phasing Plan would require alternate combinations of infrastructural improvements which would ensure adequate infrastructural services to any planning area proposed for development. Regional improvements, including the loop ramps at I-15 and Limonite Avenue, will be phased through a Benefit Improvement District or other form of regional funding based on regional growth.

Phase 1

Streets

- A. Half right-of-way improvement of Limonite Avenue from Wineville Avenue to Street "A" (1A).
- B. Half right-of-way improvement of Limonite from Street "A" to northbound I-15 off-ramp (1B).
- C. Full right-of-way improvement of Wineville Avenue from Limonite south, to the project boundary at Planning Area 8 (1A).
- D. Half right-of-way improvement of Street "A" from Limonite south, to the project boundary at Planning Area 8 (1A).

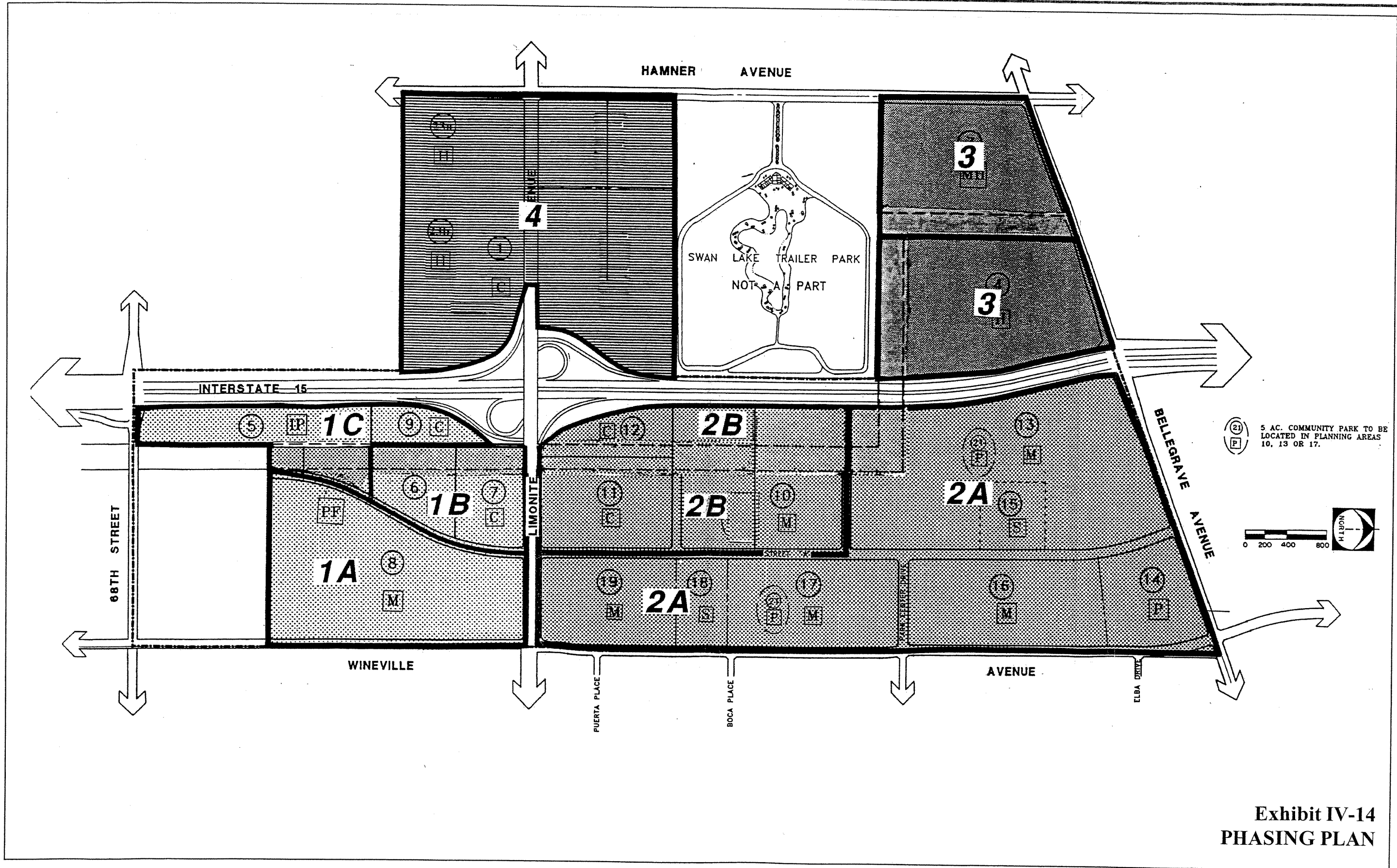


Exhibit IV-14
PHASING PLAN

Table IV-3, Phasing Summary

Phase	Planning Areas	Gross Comm. Acreage	Units
1A	8	---	273
1B	6 and 7	35.1	---
1C	5 and 9	31.7	---
2A	13, 16, 17, and 19	---	683
2B	10, 11, 12, and 20	59.4	140
3	3 and 4	---	982
4	1, 2, 22, and 23	124.2	322 ⁴
TOTAL:		250.4	2,400⁴

- E. Half right-of-way improvement of Street "A" from Limonite Avenue south, to the project boundary at Planning Area 8 (1B).
- F. Half right-of-way improvement of 68th Street from Street "A" to Interstate 15 (1C).

Water/Sewer

- A. 18-inch gravity sewer line from Limonite Avenue and Street "A" southerly along Street "A" to a pump station at Street "A" and 68th Street, a force main to a gravity sewer along 68th Street and Schleisman to the SARI line at Schleisman and Hamner Avenues.
- B. 18-inch diameter water line from existing water lines off-site in Bellegrave Avenue along Bellegrave Avenue to Wineville Avenue.
- C. 16-inch diameter water line from Bellegrave Avenue in Wineville Avenue southerly to Limonite Avenue.
- D. 16-inch diameter water line in Limonite Avenue from Wineville Avenue to the west boundary of Planning Area 7 (Phases 1A and 1B).
- E. 16-inch diameter water line in Limonite Avenue from west boundary of Planning Area 7 to I-15 Freeway (1C).
- F. 16-inch diameter water line in Street "A" from Limonite Avenue to southerly boundary of Planning Area 8.

⁴ Development of Planning Area 23 pursuant the senior citizen housing alternative, as described in Section IV.B.23, will increase the number of units in Phase 4 to 567 units and the total residential units within the specific plan to 2,645 units.

- G. 16-inch diameter water line in Bellegrave Avenue from Wineville Avenue to Street "A".
- H. 16-inch diameter water line in Street "A" from Bellegrave Avenue to Limonite Avenue.

Drainage

- A. Alternative 1: Lateral "C" improvements (see Exhibit IV-8).
- B. Alternative 2: Lateral "C" improvements; complete improvements may be phased to reflect partial development of Phase 1 (1A, 1B, 1C). (See Exhibit IV-8).

Phase 2

Streets

- A. Full right-of-way improvement of Wineville Avenue adjacent to each planning area as it is being developed (including realignment of Wineville/Bellegrave intersection when Planning Area 16 or 14 is developed).
- B. Half right-of-way improvement of Bellegrave Avenue adjacent to each planning area as it is being developed between Wineville Avenue and the I-15 Freeway.
- C. Half right-of-way improvement of Street "A" adjacent to each planning area as it is being developed from Limonite Avenue to Bellegrave Avenue.
- D. Full right-of-way improvement of Park Center Drive from Wineville Avenue to Street "A".
- E. Half right-of-way improvement of Limonite Avenue from Wineville Avenue to Street "A" (Planning Area 19) (Phase 2A).
- F. Half right-of-way improvement of Limonite Avenue from Street "A" to northbound on-ramp (Planning Area 11) (Phase 2B).

Water/Sewer

- A. 12-inch and 15-inch diameter sewer lines in Street "A" from Park Center Drive to Limonite Avenue.
- B. 12-inch diameter water line in Park Center Drive from Wineville Avenue to Street "A".

Drainage

- A. Alternative 1: Lateral "C" improvements (see Exhibit IV-8).

- B. Alternative 2: Lateral "C" improvements; complete improvements may be phased to reflect partial development of Phase 1 (1A, 1B, 1C). (See Exhibit IV-8).

Other

- A. School Site (Planning Areas 15 and 18): Offered to the school district for acquisition for a period of five years after buildout of Planning Areas 16, 17 and 19.
- B. Park Sites (Planning Areas 14 and 21): Dedicated to Community Park District as a condition of approval of the Tentative Map for the appropriate Planning Area.

Phase 3

Streets

- A. Half right-of-way improvement of Bellegrave Avenue from I-15 to Hamner Avenue.
- B. Half right-of-way improvement of Hamner Avenue from Bellegrave Avenue to southwest corner of Planning Area 3.

Water/Sewer

- A. Sixteen-inch diameter water line in Bellegrave Avenue from Street "A" to Hamner Avenue.
- B. Sixteen-inch diameter water line in Hamner Avenue from Bellegrave Avenue to the south-west corner of Planning Area 3.
- C. Eighteen-inch, 15-inch and 12-inch diameter sewer lines in Hamner Avenue from SARI connection to the southwest corner of Planning Area 3.

Phase 4

Streets

- A. Half right-of-way improvement of Limonite Avenue (southerly half) from southbound I-15 off-ramp to Hamner Avenue at Planning Area 1.
- B. Half right-of-way improvement of Limonite Avenue (northerly half) from southbound I-15 off-ramp to Hamner Avenue at Planning Area 22.
- C. Half right-of-way improvement of Hamner Avenue from northwest corner of Planning Area 22 to southwest corner of Planning Area 23.

Water/Sewer

- A. Sixteen-inch diameter water line in Limonite Avenue from I-15 to Hamner Avenue.

B. Sixteen-inch diameter water line in Hamner Avenue from the southwest corner of Planning Area 3 to the southwest corner of Planning Area 23.

C. Ten-inch sewer line in Limonite Avenue from I-15 to Hamner Avenue.

d. Phasing Standards

A. Phasing of regional infrastructure facilities shall be based upon regional growth patterns. These improvements include widening of the Limonite Avenue freeway overcrossing, freeway interchange improvements at Limonite Avenue, and the multi-purpose trail system including the grade-separated trail crossing at Wineville and Limonite Avenues. The County shall establish a regional improvement assessment program in which all property owners in the regional area will participate. The cost allocation by area of benefit will be determined by regional studies.

B. Phasing of the development may occur as indicated in Exhibit IV-14 and Table IV-3. Variations in the numerical sequence of the Phasing Plan are permitted provided that infrastructural phasing is amended accordingly. Variations in the order and magnitude of infrastructural improvements are permitted to accommodate partial development of a phase. Each phase of development shall conform substantially with the intent and purpose of the I-15 Corridor Specific Plan Phasing Program, as may be amended.

C. Construction and the recordation of final subdivision maps may be done progressively in stages.

D. A 10 percent transfer of residential density and commercial square footage is allowed between phases, pursuant to the provisions of Section E, Implementation Program.

E. The developer is responsible for maintaining records of any density transfers with a transfer report to be submitted to the County.

F. Phase numbers do not indicate the sequence or timing of development.

G. Each phase is independent of other phases and subsequent phases may be commenced prior to the completion of previous phases. Ultimate timing of phases will be based upon market demand.

H. Each phase, along with the appropriate infrastructure, may be developed in subphases with infrastructure limited to that which would be required to service each subphase.

e. Comprehensive Funding Plan

The ability to fund public facilities necessary for support of development is one of the most challenging aspects of the planning and development process. The overall approach proposed in the I-15 Corridor Specific Plan is to use one or more of the basic funding approaches indicated to phase logical and affordable increments of the public facilities and services in conjunction with

appropriate components of development. The widest possible array of funding methods is suggested because of the scale of improvements needed and the desire to not unreasonably escalate the cost of housing so as to slow market absorption rates to a point at which development would not be feasible.

Basic Funding Approaches

Assessment Districts

The Municipal Improvement Act of 1913 (Streets and Highways Code Section 10000 et seq) is a procedural act which provides for the formation of a special assessment district, the levy of an assessment and the creation of a lien against the property, but does not, in itself, contain provisions for the issuance of bonds. (For this reason, bonds are issued under the 1911 Act or 1915 Act discussed below.) An assessment district is created for construction or acquisition of a wide variety of public improvements.

Under the 1913 Act, a proposed assessment and assessment diagram are prepared before any construction work is done. The amount of the assessment levied against each property is based upon an engineer's report and notices are sent to property owners. A public hearing is held, both upon the project and the amount of the proposed assessment to be levied. At the conclusion of the public hearing the governing body may confirm the assessments. If confirmed, a lien is created against each assessed parcel and the assessments are properly recorded. The property owners are mailed notices of each parcel's exact confirmed assessments and they have 30 days to pay a part or all of the assessment in cash. Upon conclusion of the cash collection period, all unpaid assessments are accumulated, a bond issue is structured and bonds are sold. The bonds may be issued pursuant to either the Improvement Act of 1911 (Streets and Highways Code Section 5000 et seq.) or the Improvement Bond Act of 1915 (Streets and Highways Code Section 8500 et seq.).

Each bond issued under the 1911 Act constitutes a direct lien against a specific piece of property. This lien is on a parity with general taxes and takes priority over any private lien such as a deed of trust, mortgage or attachment. In the event the property owner fails to pay an installment on or prior to its delinquency date, penalties accrue against the delinquent amount, and such penalties are paid to the bondholder upon redemption of the delinquent installment or installments. If redemption of a delinquency is not made, the bondholder may institute the foreclosure action.

Under the 1915 Act individual bonds are not issued to represent individual assessments. Bonds equaling the total unpaid assessment are issued in even denominations and a portion of the bonds are due each year for the life of the issue which will result in approximately equal annual principal and interest payments. The assessment liens securing the bonds are payable in installments, which in the aggregate conform to the principal and interest payments on the bonds. Assessment installments appearing on the regular property tax bill are collected in the same time and in the same manner as property taxes, and bear the same penalties for delinquency including the sale of the property at public auction. A special reserve fund is available from which to make payment to the bondholder of any delinquent assessments which might occur, and foreclosure

proceedings, similar to those in the 1911 Act, are also available. These liens are also superior to other deeds of trust and similar liens.

Conventional Financing

Conventional financing, in which major infrastructure improvements were financed by municipalities through property taxes, has historically been the norm in California development. Proposition 13 changed that. It removed a significant portion of the property tax that used to produce local revenues from new developments. This money had been used to service the City's facilities and provide protective services. Interest rates on conventional loans for facilities have become too high to make it feasible in many cases. Due to current interest rates and the amount of money that must be financed, the main investors who can afford to install the needed infrastructure are those with access to large assets, such as banks, savings and loans and insurance companies. Cities now must find ways to finance the facilities and services, due to the limitations on property tax revenue. To a certain extent, the costs of providing facilities and services can be offset by exactions and/or fee programs enforced on developers. These costs, which are increasing all the time, are frequently too great for the developer or jurisdiction. Therefore, other creative financing mechanisms may come into play.

In the past, bond issues were the simplest and most often utilized method of raising large amounts of capital. Because of changing conditions in the financial marketplace, and increased legislation limiting the bonding power of many local governments, the role of the traditional general obligation bond has been very substantially reduced. Other bonding alternatives include:

- Revenue Bond
- Lease-Revenue Bond
- Zero Coupon Bond
- Stepped Coupon Bond

These techniques have historically been used for redevelopment and therefore would probably have limited application in the Specific Plan development.

Leasing is another financing mechanism that has been used by cities in the past. A few leasing techniques are listed below:

- Leveraged Lease
- Operating Lease
- Lease-Purchase Agreement

Leasing is used primarily for purchasing equipment and not for providing services, but it could be used for public buildings in conjunction with other development projects.

Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982, commencing with Section 53311 of the Government Code, allows a local public agency to form a "community facilities district" within its boundaries to provide certain specified public improvements and services for the benefit of

the present and future residents within the community facilities district. Proceedings for the formation of a community facilities district may be instituted by the governing body of a public agency on its own initiation, and shall be instituted when the requisite number of registered voters or landowners within the proposed community facilities district's boundaries file a petition requesting the institution of such proceedings with the clerk of the governing body.

Proceedings will commence with the public agency's adoption of a Resolution of Intention to form a community facilities district and levy a "special tax", and, where applicable, a Resolution of Intention to incur bonded indebtedness. The public agency then holds a duly noticed public hearing on the proposed formation of the community facilities district to consider the facilities to be constructed and the services to be provided, the incurring of bonded indebtedness and the levy of a "special tax" to pay the debt service on any bonds subsequently issued.

At the hearing, the governing body of the public agency receives testimony from the staff and from all interested persons of taxpayers, including the petitioning landowner, receiving testimony, if the governing body determines to proceed with forming the district and calling for an election on the propositions of authorizing the indebtedness and levying the special tax within the boundaries of the community facilities district.

A duly noticed election is then held within the community facilities district on the propositions of authorizing bonded indebtedness and levying the special tax. If the propositions are approved by two-thirds of the voters, the governing body may adopt resolutions relative to issuing the bonds, approving the Official Statement and approving the other miscellaneous matters required to sell the bonds.

The special tax, which is levied subsequent to any bond issuance for the purpose of paying debt service on such bonds, is not in the nature of an assessment, it is not capable of being prepaid and there is not a fixed, determinable amount against each parcel. The actual amount of the special tax against each parcel will require minor adjustments each year depending upon the extent to which interest earned on the construction fund or the bond reserve fund is applied towards debt service, the extent to which State funding is received and changes in the plan for development of the property. The special tax will be collected on the tax rules of the County as any other tax of a special district. The special tax levied for each fiscal year becomes a lien for taxes against a particular parcel and is on a parity with the other tax liens and assessments.

The Act authorizes the public agency to collect delinquencies in the payment of the special tax in the same manner as delinquencies in the payment of ad valorem taxes. However, the Act also authorizes the public agency to adopt an alternative for the collection of any such delinquencies. Such a procedure could include a judicial foreclosure.

The Act is particularly appropriate for providing a means of financing certain regional improvements which may be necessary for the development of a particular property, as well as traditional local facilities.

There are other mechanisms available for funding schools in addition to those mentioned in the above discussion. Included as possible financing solutions are bonds, assessment districts,

special taxes, impact fees, non tax local options, lease-purchase options, and other non-construction alternatives, such as year round education.

Eligible Improvements

Improvements eligible for the above-described funding mechanisms shall be those improvements determined to be of regional or area-wide benefit. In the case of this project, many of the infrastructural improvements would benefit undeveloped properties outside the boundary of the Specific Plan. Such improvements would include, but not be limited to, the following:

- I-15/Limonite Interchange Improvements
- Regional Multi-purpose Trail
- Regionally-sized Water Lines
- Regionally-sized Sewer Lines
- Regionally-sized Drainage Facilities
- Street "A"
- Hamner Avenue
- Limonite Avenue
- Wineville Avenue
- Bellegrave Avenue

7. Grading Plan

This section describes the overall grading concept that will be utilized in the topographic modification of properties within the I-15 Corridor Specific Plan. The conceptual grading plan is shown in Exhibit IV-15. It is anticipated that all movement of dirt will be contained on-site and that no import or export of dirt will be required. In areas that are currently impacted by excessive amounts of manure, the manure will be removed and deposited at a pre-approved location pursuant to County environmental health services. Approximately 1,000,000 cubic yards of dirt will be moved on-site. It is also anticipated that no grading will occur within the SCE property alignment. Any proposed grading therein will require prior approval from SCE.

Grading Standards

- a. Grading shall be in general conformance with the overall illustrative grading plan.
- b. The applicant and/or developer shall be responsible for the maintenance and upkeep of all slope planting and irrigation systems until such time as these operations are the responsibility of other parties.
- c. Graded slopes, if any, shall be oriented to minimize visual impacts to surrounding areas.
- d. Project grading will be designed to implement efficient drainage patterns consistent with the Day Creek Area and Eastvale Area Drainage Plans.

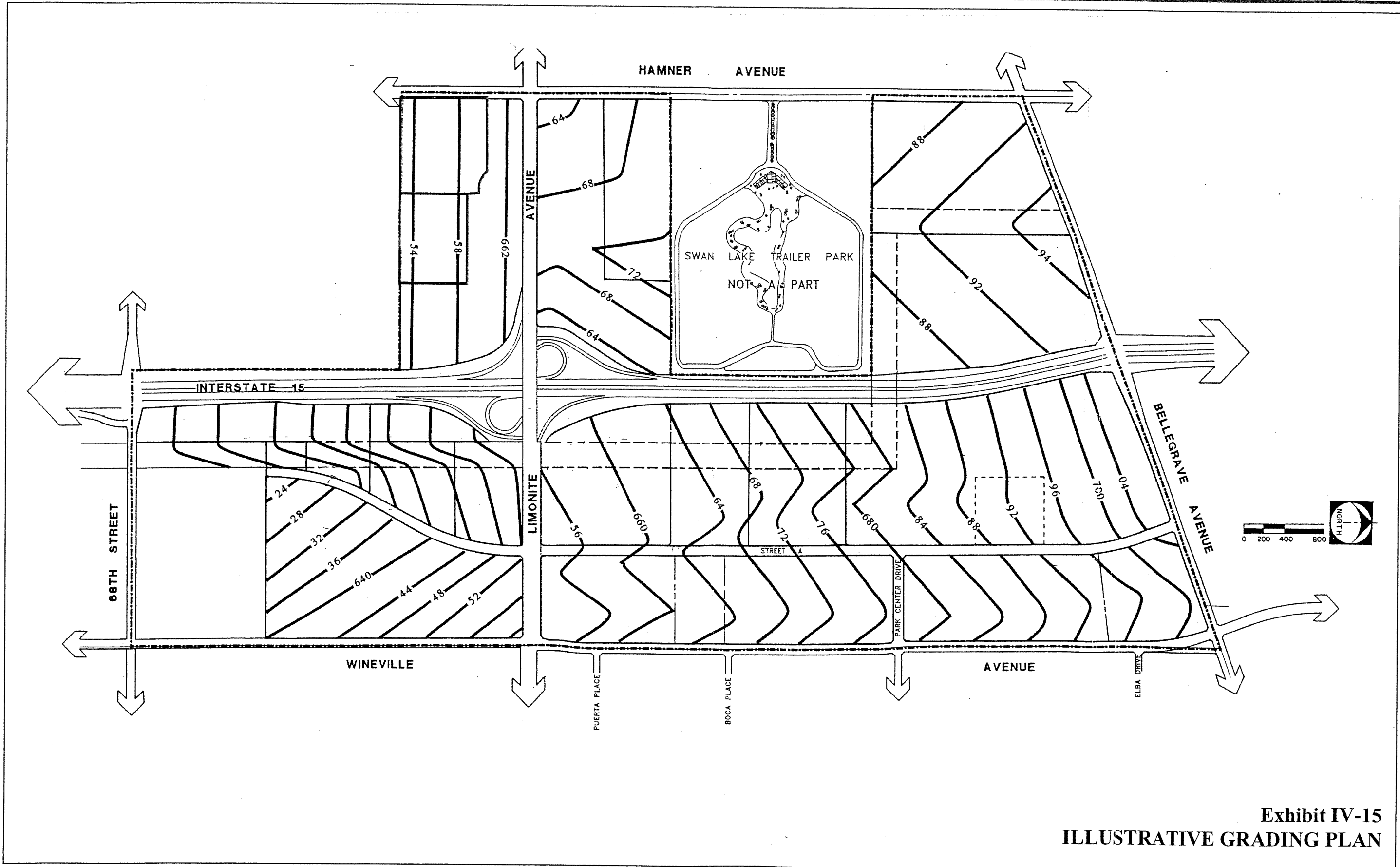


Exhibit IV-15
ILLUSTRATIVE GRADING PLAN

-
- e. Prior to any development within each planning area, a conceptual grading plan for the planning area shall be submitted for County Planning Department approval. The conceptual grading plan shall be used as a guideline for subsequent detailed grading plans for individual phases of development within the project and shall include the following:
 - (1) Techniques which will be utilized to prevent erosion and sedimentation during and after the grading process.
 - (2) Approximate time frames for grading including identification of areas which may be graded during the higher probability rain months of January through March.
 - (3) Preliminary pad and roadway elevations.
 - f. No grading shall be permitted prior to issuance of grading permits.
 - g. Residential development shall be graded so as to direct drainage from backyard to frontyard where feasible. Cross lot drainage is discouraged, but may be permitted in unique situations with prior approval from the County.
 - h. To limit erosion, grading shall be phased and limited as much as possible. Watering and relandscaping will be used to limit air impact.
 - i. Manufactured slopes, other than lined drainage channels or retained side slopes, should be no steeper than 2:1.
 - j. Roads should be graded to a finished grade of no more than 15 percent.
 - k. Any manufactured slopes greater than 10 feet may be allowed with prior approval from the County Planning Department if they are recommended to be safe in a slope stability report from a soil engineer.
 - l. The tops and toes of slopes greater than 10 feet shall be rounded with curves that have radii in proportion to the total height of the slope.

8. Comprehensive Maintenance Plan

In order to provide for the long-term maintenance of various areas throughout the I-15 Corridor Specific Plan, a series of maintenance responsibilities will be assigned to a variety of associations, agencies or districts. Included in the possible responsible parties are a County Service Agency, Master and Sub-Homeowners Associations, Commercial Associations, County Transportation Department, Jurupa Community Service District and the local school district.

A brief description of each responsible party is provided below and followed by a matrix, as depicted on Table IV-4, which illustrates the organizations accountable for each type of maintenance responsibility. This is a conceptual representation of a possible maintenance

framework. Final establishment of maintenance responsibility will be made at a later date, prior to the approval of the Tentative Tract Map or Site Plan review as applicable.

- a. County Service Agency - A permanent County Service Agency (CSA) may be established to own and maintain common areas within the Specific Plan. The CSA would retain responsibility for all common recreation, open space, circulation systems, landscaped areas and street lighting.
- b. Homeowners Associations - A Homeowners Association may be designated to own and maintain certain common areas.
- c. Commercial Associations - A separate association may be established to maintain common areas in commercial developments. Commonly, such things as parking lots, landscaping, signage and lighting are included in the maintenance responsibility of the Commercial Association. Such an association will not be required where the commercial center is under sole ownership.
- d. Open Space, Trails and Parks - Open space areas, private trails and parks will be owned and maintained by either a CSA or a Homeowners Association. Public trails such as the equestrian trail or bicycle trails in the public right-of-way would be maintained by the County.
- e. Roads - Maintenance for public roadways through the project site will be the responsibility of the County Transportation Department, as approved by the County Board of Supervisors, and Caltrans in the case of Interstate 15, as approved by Caltrans. Private roadways will be maintained by a Homeowners Association or sole owners.
- f. School Sites - The proposed school sites will be financed, constructed and maintained by the appropriate school district, subsequent to site acquisition.

The County Service Agency will be done in accordance with County procedures, requirements and standards. If maintenance is to be performed by private associations, these associations will be established through the following procedures:

- 1) Prior to recordation of any final land division map, which includes property that will be owned and maintained by an association, the applicant shall submit to the Planning Department the following documents which shall demonstrate to the satisfaction of the County that the appropriate owners' associations will be established and will operate in accordance with the intent and purpose of the Specific Plan:
 - a) The document to convey title.
 - b) Covenants, Conditions and Restrictions (CC&Rs) shall be recorded at the same time that each final subdivision map is recorded.
 - c) The CC&Rs shall be structured to include the following provisions:

The master property owners' association and commercial owners' association shall be charged with the unqualified right to assess individual owners of individual units for reasonable maintenance and management costs which shall be established and continuously maintained. The owners' associations shall have the right to lien the property of any owners who default in payment of their assessment fees. Such lien shall not be subordinate to any encumbrance other than a first deed of trust, provided such deed of trust is made in good faith and for good value, and is of record prior to the lien of the individual owners' association.

Table IV-4, Maintenance Responsibility Matrix

	County Service Area	Sub H.O. Association	Individual Property Owner	Commercial Association	School District	County of Riverside	Caltrans	Utility Company
Public Streets (Curb to Curb Including Medians)						○		
Private Streets (Curb to Curb Including Medians)	*	*	*	*				
Interstate 15							○	
Parkway Landscaping (Public Street)	○					○		
Parkway Landscaping (Private Street)	*	*	*	*				
Street Lighting (Public Street)	○					○		
Street Lighting (Private Street)	*	*	*	*				
Sidewalk (Public Street)						○		
Sidewalk (Private Street)	*	*	*	*				
Sidewalk (Internal)		*	*	*				
Street Signage (Public Street)						○		
Street Signage (Private Street)	*	*	*	*				
Multi-Use Trail						○		
Bike Ways						○		
Storm Drains (Public Street)						○		
Storm Drains (Private Street)	*	*	*					
Open Space Areas	*	*	*					
Landscape Areas	*	*	*	*				
Landscape Easements	*							
Slope Areas	*	*	*	*				
Park (Jurupa Community Parks and Recreation District)						○		
Recreational Facilities (Private)		*	*					
School					○			
Parking (Off Street)		*	*	*				
Signage (Project)		*	*	*				
Lighting (Project)		*	*	*				
Water								○
Sewer								○
Gas								○
Electric								○
Telephone								○
Cable TV								○
Fire						○		
Police						○		
Library						○		

○ Indicates Responsible Agency

* To be determined at Tentative Map/Site Plan Stage

9. Transportation Demand Management Plan

The transportation management plan is provided to assist future residents, and commercial and industrial tenants, to comply with the policies and programs of the Air Quality Implementation Program (AQIP) adopted by the Western Riverside Council of Governments. The AQIP (Phase I) has been developed by the Council of Governments in order to comply with the South Coast Air Quality Management District's air quality management plan and avoid risks to future federal infrastructure funding which will be critical for regional circulation improvements.

All developments in the Specific Plan shall incorporate the following applicable transportation management measures, which shall be subject to approval and monitoring as required by a County transportation management agency. New employment generating developments that could employ 100 or more employees shall submit trip reduction plans that reduce work related trips by 12%. Trip reduction plans shall be based on existing guidelines at the time occupancy permits are pulled.

Residential

- 1) Information center for transportation alternatives.
- 2) Bus stop improvements.

Commercial

- 1) Preferential parking for carpool and vanpool vehicles.
- 2) Bicycle parking and shower facilities.
- 3) Information center for transportation alternatives.
- 4) Rideshare vehicle loading areas.
- 5) Bus stop improvements.

Industrial

- 1) Preferential parking for carpool and vanpool vehicles.
- 2) Bicycle parking and shower facilities.
- 3) Information center for transportation alternatives.
- 4) Rideshare vehicle loading areas.
- 5) Bus stop improvements.
- 6) On-site child care improvements.
- 7) Local transportation systems management.
- 8) Telecommuting facilities.
- 9) On-site service amenities including food and bank teller services.

B. PLANNING AREA DEVELOPMENT STANDARDS**1. Planning Area 1 - Commercial****a. Descriptive Summary**

Planning Area 1 is proposed as Commercial (C). This designation is intended to provide an area for uses which compliment the regional complex in Planning Area 2. Typical uses would include support and specialty retailers, automotive services, and restaurants. The gross area of Planning Area 1 is 40.0 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article IXb of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection and two right-in/right-out intersections on Limonite Avenue, as depicted in Exhibit IV-4.
- 2) Secondary access is gained by one right-in/right-out on Hamner Avenue, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Intersection monumentation, as depicted in Exhibit IV-9 and Exhibit IV-30, will be located on Limonite Avenue midway between Interstate 15 and Hamner Avenue.
- 5) Perimeter fencing for Planning Area 1 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 6) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

2. Planning Area 2 - Commercial**a. Descriptive Summary**

Planning Area 2 is proposed as Commercial (C). This designation is intended to provide an area for the development of a regional retail and business complex. Typical uses would include a shopping mall, offices, restaurants and hotels. The gross area of Planning Area 2 is 50.4 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article IXb of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection and two right-in/right-out intersections on Limonite Avenue and one full intersection on Hamner Avenue (shared with P.A. 22), as depicted in Exhibit IV-4.
- 2) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 3) Intersection monumentation, as depicted in Exhibit IV-9 and Exhibit IV-30, will be located on Limonite Avenue midway between Interstate 15 and Hamner Avenue.
- 4) Perimeter fencing for Planning Area 2 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 5) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

3. **Planning Area 3 - Medium-High Density Residential**

a. **Descriptive Summary**

Planning Area 3 is proposed as Medium-High Density Residential (MH). This designation is intended to provide an area for the development of single-family dwelling units. The proposed maximum density is 4.8 du/ac. Typical uses would include single-family detached or attached units. The gross area of Planning Area 3 is 50.8 acres. The maximum number of units allowed in Planning Area 3, subject to transfer of density provisions, is 244 units.

b. **Land Use and Development Standards**

Zoning and Specific Development Standards shall be the same as those contained in Article VIII of Ordinance 348.

c. **Planning Standards**

- 1) Primary access is gained by one full intersection on Hamner Avenue, as depicted in Exhibit IV-4
- 2) Secondary access is gained by an access drive on Hamner Avenue, a full intersection on Bellegrave Avenue and a potential access point from Planning Area 4 through the SCE alignment, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Entry monumentation, as depicted in Exhibit IV-9 and Exhibit IV-29, will be located at the northwest corner of the Planning Area at the intersection of Hamner Avenue and Bellegrave Avenue (secondary).
- 5) A bike lane, as depicted in Exhibit IV-2, will be provided along the south side of Bellegrave.
- 6) Perimeter fencing for Planning Area 3 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 7) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

4. Planning Area 4 - High Density Residential**a. Descriptive Summary**

Planning Area 4 is proposed as High Density Residential (H). This designation is intended to provide an area for the development of multi-family dwelling units. The maximum density is 12 du/ac. Typical uses would include either condominiums or apartments. This type and intensity of development is warranted due to its proximity to the freeway and proposed industrial development to the north. The effects of this type of development on surrounding areas would be severely limited because the site is bounded on three sides by the freeway and the SCE alignment and on the north by Bellegrave Avenue. Industrial uses are proposed on the north side of Bellegrave Avenue. The gross area of Planning Area 4 is 61.5 acres. The maximum number of dwelling units in Planning Area 4, subject to transfer of density provisions, is 738 units.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article VIII of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection on Bellegrave Avenue, as depicted in Exhibit IV-4.
- 2) A potential secondary access is gained by an access point from Planning Area 3 through the SCE alignment, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Perimeter fencing for Planning Area 4 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 5) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.
- 6) A bike lane, as depicted in Exhibit IV-2 will be provided along the south side of Bellegrave.

5. Planning Area 5 - Industrial**a. Descriptive Summary**

Planning Area 5 is proposed as Industrial Park (IP). This designation is intended to provide an area for the development of light industrial and office uses. The gross area of Planning Area 5 is 22.6 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article X of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersections along Street "A", as depicted in Exhibit IV-4.
- 2) Secondary access is gained by one full intersection along Street "A", as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.
- 5) Industrial development in Planning Area 5 will not encroach into the SCE corridor with the possible exception of parking lots, park-n-ride lots, and vehicular access drives.

6. Planning Area 6 - Commercial**a. Descriptive Summary**

Planning Area 6 is proposed as Commercial (C). This designation is intended to provide an area for the development of community-serving retail uses. Typical uses include grocery stores, drug stores, home improvement stores, junior department stores, restaurants, fast-food establishments, service stations, and general retail. The gross area of Planning Area 6 is 16.5 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article X of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by two full intersections on Street "A," as depicted in Exhibit IV-4.
- 2) Secondary access is gained by one access drive on Street "A," as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

7. Planning Area 7 - Commercial**a. Descriptive Summary**

Planning Area 7 is proposed as Commercial (C). This designation is intended to provide an area for the development of community-serving retail uses. Typical uses include grocery stores, drug stores, home improvement stores, junior department stores, restaurants, fast-food establishments, service stations, and general retail. The gross area of Planning Area 7 is 18.6 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article IXb of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one right-in/right-out intersection on Limonite Avenue, as depicted in Exhibit IV-4.
- 2) Secondary access is gained by one full intersection and one right-in/right-out Street "A," as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Intersection monumentation, as depicted in Exhibit IV-9 and Exhibit IV-30, will be located at the northeast corner of the Planning Area at the intersection of Limonite Avenue and Street "A."
- 5) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

8. Planning Area 8 -Medium Density Residential**a. Descriptive Summary**

Planning Area 8 is proposed as Medium Density Residential (M). This designation is intended to provide an area for the development of single-family dwelling units. The maximum density is 3.6 dwelling units per acre. Typical uses would include single-family detached residences. The gross area of Planning Area 8 is 75.6 acres. The maximum number of dwelling units in Planning Area 8, subject to transfer of density provisions, is 273 units. The extension of an existing multi-purpose trail will be provided along the east side of Wineville Avenue.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article VI of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection on Street "A," as depicted in Exhibit IV-4.
- 2) Secondary access is gained by one full intersection on Street "A" and one full intersection on Wineville Avenue, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section III.A.4, and as depicted in Exhibit IV-9.
- 4) A bike lane shall be provided along the east side of Street "A".
- 5) A multi-purpose trail, as depicted in Exhibit IV-2, will be provided along the eastern side of Wineville Avenue.
- 6) Perimeter fencing for Planning Area 8 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 7) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.
- 8) Lots adjacent to Wineville Avenue will be larger (average 8,000 square feet) as a transitional buffer to existing residences.

9. Planning Area 9 - Commercial**a. Descriptive Summary**

Planning Area 9 is proposed as Commercial (C). This designation is intended to provide an area for the development of community-serving retail uses. Typical uses include grocery stores, drug stores, home improvement stores, junior department stores, restaurants, fast-food establishments, service stations, and general retail. The gross area of Planning Area 9 is 9.1 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article IXd of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection on Street "A", as depicted in Exhibit IV-4.
- 2) Industrial development in Planning Area 9 will not encroach into the SCE corridor with the possible exception of parking lots, park-n-ride lots, and vehicular access drives.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Perimeter fencing for Planning Area 9 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 5) For Specific Plan Design Guidelines including general, landscape and architectural design guidelines, please refer to Section IV.C.

10. Planning Area 10 - Medium Density Residential**a. Descriptive Summary**

Planning Area 10 is proposed as Medium Density Residential (M). This designation is intended to provide an area for the development of single-family dwelling units. The maximum density is 3.8 dwelling units per acre. Typical uses would include single-family detached residences. The gross area of Planning Area 10 is 36.9 acres. The maximum number of dwelling units in Planning Area 10, subject to transfer of density provisions, is 140 units.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article VI of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersections on Street "A," as depicted in Exhibit IV-4.
- 2) Secondary access is gained by two full intersections on Street "A", as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Community plan parkland standards for this planning area is exceeded with acreage provided in Planning Areas 14 and 21.
- 5) Residential development in this planning area will not encroach into the SCE property.
- 6) A bike lane shall be provided along the east side of Street "A".
- 7) Perimeter fencing for Planning Area 10 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 8) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

11. Planning Area 11 - Commercial**a. Descriptive Summary**

Planning Area 11 is proposed as Commercial (C). This designation is intended to provide an area for the development of specialty and regional commercial uses. Typical uses include discount warehouses, co-ops, factory outlet stores, specialty and junior department stores, home furnishings and entertainment stores, and auto malls. The gross area of Planning Area 11 is 32.3 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article IXb of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection on Street "A," as depicted in Exhibit IV-4.
- 2) Secondary access is gained by one full intersection on Street "A" and a right-in/right-out on Limonite, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Intersection monumentation, as depicted on Exhibit IV-9 and Exhibit IV-30, will be located at the southeast corner of the Planning Area at the intersection of Limonite Avenue and Street "A".
- 5) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

12. Planning Area 12 - Commercial**a. Descriptive Summary**

Planning Area 12 is proposed as Commercial (C). This designation is intended to provide an area for the development of specialty and regional commercial and light industrial uses. Typical uses include discount warehouses, co-ops, factory outlet stores, specialty and junior department stores, home furnishings and entertainment stores, auto malls and light production and manufacturing facilities. The gross area of Planning Area 12 is 13.4 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article IXb of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained between Planning Areas 20 and 11, as depicted in Exhibit IV-4.
- 2) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 3) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

13. Planning Area 13 - Medium Density Residential**a. Descriptive Summary**

Planning Area 13 is proposed as Medium Density Residential (M). This designation is intended to provide an area for the development of single-family dwelling units. The maximum density is 3.8 dwelling units per acre. Typical uses would include single-family detached residences. The gross area for Planning Area 13 is 95.8 acres. The maximum number of dwelling units allowed in Planning Area 13, subject to transfer of density provisions, is 364 units.

Note: 15 acres deducted from overall 106.4 gross acres, for school and park sites. 5.0 acre park can float between 10, 13 and 17.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article VI of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by two full intersections on Street "A," as depicted in Exhibit IV-4.
- 2) Secondary access is gained by one full intersection on Bellegrave and one full intersection on Street "A", as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Intersection monumentation, as depicted in Exhibit IV-9 and Exhibit IV-31, will be located at the northeast corner of the Planning Area.
- 5) Perimeter fencing for Planning Area 13 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 6) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.
- 7) Residential development in this planning area will not encroach into the SCE corridor.

14. Planning Area 14 - Regional Park**a. Descriptive Summary**

Planning Area 14 is proposed as a regional sports park site. The gross area for Planning Area 14 is 20.0 acres. The park is proposed as a multi-purpose sports park with soccer and baseball practice fields, tennis courts, and other amenities. Design and development will be the responsibility of the Jurupa Area Recreation and Parks District.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article VIIIe of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one drive access on "A" Street, as depicted in Exhibit IV-4.
- 2) Secondary access is gained by two drive accesses on Wineville Avenue and Bellegrave Avenue as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Intersection monumentation, as depicted in Exhibit IV-9 and Exhibit IV-31, will be located at the northwest corner of the Planning Area at the intersection of Street "A" at Bellegrave Avenue.
- 5) Entry monumentation, as depicted in Exhibit IV-9 and Exhibit IV-31, will be located at the northeast corner of the Planning Area at the intersection of Wineville Avenue at Bellegrave Avenue.
- 6) The 20.0 acres of parkland in this planning area in combination with parkland in Planning Areas 3, 8 and 21 will exceed the Community Park parkland requirements for the Specific Plan.
- 7) A bike lane shall be provided along the east side of Street "A", the south side of Bellegrave Avenue, and the west side of Wineville Avenue.
- 8) Perimeter fencing for Planning Area 14 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 9) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

15. Planning Area 15 -Elementary School**a. Descriptive Summary**

Planning Area 15 is proposed as an Elementary School site. The gross area for Planning Area 15 is 10.0 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one drive access on Street "A", as depicted in Exhibit IV-4.
- 2) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 3) Perimeter fencing for Planning Area 15 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 4) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

16. Planning Area 16 - Medium Density Residential**a. Descriptive Summary**

Planning Area 16 is proposed as Medium Density Residential (M). This designation is intended to provide an area for the development of single-family dwelling units. The maximum density is 3.0 dwelling units per acre. Typical uses would include single-family detached residences. The gross area of Planning Area 16 is 39.2 acres. The maximum number of dwelling units allowed in Planning Area 16, subject to transfer of density provisions, is 118 units.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article VI of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection on Street "A", as depicted in Exhibit IV-4.
- 2) Secondary access is gained by two full intersections on Street "A" and Park Center Drive, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Community plan parkland standards for this planning area will be exceeded with acreage in Planning Areas 14 and 21.
- 5) Bike lanes shall be provided along the east side of Street "A" and the west side of Wineville Avenue as depicted in Exhibit IV-10.
- 6) A multi-purpose trail, as depicted in Exhibit IV-2, will be provided along the eastern side of Wineville Avenue.
- 7) Perimeter fencing for Planning Area 16 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 8) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.
- 9) Lots adjacent to Wineville Avenue will be larger than 7,200 square feet as a transitional buffer to existing residences.

17. Planning Area 17 - Medium Density Residential**a. Descriptive Summary**

Planning Area 17 is proposed as Medium Density Residential (M). This designation is intended to provide an area for the development of single-family dwelling units. The maximum density is 3.0 dwelling units per acre. Typical uses would include single-family detached residences. The gross area of Planning Area 17 is 37.4 acres. The maximum number of dwelling units allowed in Planning Area 17, subject to transfer of density provisions, is 112 units.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article VI of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection on Street "A", as depicted in Exhibit IV-4.
- 2) Secondary access is gained by two full intersections on Street "A" and Park Center Drive, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Community plan parkland standards for this planning area are met by acreage in Planning Areas 14 and 21.
- 5) A bike lane shall be provided along the east side of Street "A" and the west side of Wineville Avenue as depicted in Exhibit IV-10.
- 6) A multi-purpose trail, as depicted in Exhibit IV-2, will be provided along the eastern side of Wineville Avenue.
- 7) Perimeter fencing for Planning Area 17 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 8) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.
- 9) Lots adjacent to Wineville Avenue will be larger than 7,200 square feet as a transitional buffer to existing residences.

18. Planning Area 18 - Elementary School**a. Descriptive Summary**

Planning Area 18 is proposed as an Elementary School site. The gross area for Planning Area 18 is 10.0 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one drive access on Street "A", as depicted in Exhibit IV-4.
- 2) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 3) A bike lane shall be provided along the east side of Street "A" and the west side of Bellegrave Avenue as depicted in Exhibit IV-10.
- 4) A multi-purpose trail, as depicted in Exhibit IV-2, will be provided on the eastern side of Wineville Avenue.
- 5) Perimeter fencing for Planning Area 18 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 6) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

19. Planning Area 19 - Medium Density Residential**a. Descriptive Summary**

Planning Area 19 is proposed as Medium Density Residential (M). This designation is intended to provide an area for the development of single-family dwelling units. The maximum density is 3.0 dwelling units per acre. Typical uses would include single-family detached residences. The gross area of Planning Area 19 is 29.6 acres. The maximum number of dwelling units allowed in Planning Area 19, subject to transfer of density provisions, is 89 units.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article VI of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection on Street "A", as depicted in Exhibit IV-4.
- 2) Secondary access is gained by two full intersections on Street "A" and Wineville Avenue, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Entry monumentation, as depicted in Exhibit IV-9 and Exhibit IV-29, will be located at the southeast corner of the Planning Area at the intersection of Limonite Avenue with and Street "A".
- 5) Intersection monumentation, as depicted in Exhibit IV-9 and Exhibit IV-31, will be located at the southwest corner of the Planning Area at the intersection of Limonite Avenue with Street "A".
- 6) Community plan parkland standards for this planning area are met by acreage in Planning Areas 14 and 21.
- 7) A bike lane shall be provided along the east side of Street "A" and the west side of Wineville Avenue as depicted in Exhibit IV-10.
- 8) A multi-purpose trail, as depicted in Exhibit IV-2, will be provided along the eastern side of Wineville Avenue.
- 9) Perimeter fencing for Planning Area 19 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.

- 10) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.
- 11) Lots adjacent to Wineville Avenue will be larger than 7,200 square feet as a transitional buffer to existing residences.

20. Planning Area 20 - Industrial**a. Descriptive Summary**

Planning Area 20 is proposed as Industrial Park (IP). This designation is intended to provide an area for the development of light industrial and office uses. The gross area of Planning Area 20 is 20.1 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article IXd of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained between Planning Areas 10 and 11, as depicted in Exhibit IV-4.
- 2) Secondary access is gained between Planning Areas 10 and 13, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

21. Planning Area 21 - Neighborhood Park**a. Descriptive Summary**

Planning Area 21 is proposed as a multi-use park site in Planning Area 10, 13 or 17. The area for Planning Area 21 is 5.0 acres. Design and development will be the responsibility of the Jurupa Area Recreation and Parks District.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article VIIIe of Ordinance 348.

c. Planning Standards

- 1) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 2) The 5.0 acres of parkland in this planning area in combination with parkland in Planning Areas 3, 8 and 14 will exceed the Community Park parkland requirements for the Specific Plan.
- 3) Perimeter fencing for Planning Area 21 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 4) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

22. Planning Area 22 - Commercial**a. Descriptive Summary**

Planning Area 22 is proposed as Commercial (C). This designation is intended to provide an area for the development of a regional retail and business complex. Typical uses would include a shopping mall, offices, restaurants and hotels. This Planning Area may be developed in conjunction with Planning Area 2. The gross area of Planning Area 22 is 25.9 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Article IXb of Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full intersection on Hamner Avenue (shared with P.A. 2), as depicted in Exhibit IV-4.
- 2) Secondary access is gained by right-in/right-out intersection on Hamner Avenue, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) Perimeter fencing for Planning Area 22 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 5) For Specific Plan Design Guidelines including general, landscape and architectural design guidelines, please refer to Section IV.C.

23. Planning Area 23 a and 23b - High Density Residential**a. Descriptive Summary**

Planning Area 23, which is divided into two parts for zoning purposes (Planning Area 23a and Planning Area 23b), is proposed as High Density Residential (H). This designation is intended to provide an area for the development of multi-family dwelling units. In addition, Planning Area 23 includes a senior citizen alternative that permits the development of 245 multi-family dwelling units for senior citizen housing on a portion of the planning area. The maximum overall density is 11 du/ac without the development of senior citizen housing and approximately 16.3 du/ac with senior citizen housing incorporated in the development of the planning area. Typical uses would include either condominiums or apartments. This type and intensity of development is warranted due to its proximity to proposed commercial development to the northeast and east. The gross area of Planning Area 23 is 34.7 acres (19.7 acres in Planning Area 23a, 15.0 acres in Planning Area 23b). The maximum number of dwelling units in Planning Area 23, subject to transfer of density provisions, is 322 units without senior citizen housing and 567 (322 standard and 245 senior citizen) units with the development of senior citizen housing.

b. Land Use and Development Standards

Zoning and Specific Development Standards for Planning Area 23a shall be the same as those contained in Article VIII of Ordinance 348, and the zoning and Specific Development Standards for Planning Area 23b shall be the same as those set forth in the Specific Plan Zoning Ordinance applicable to that Planning Area.

c. Planning Standards

- 1) Primary access is gained by one full intersection on Hamner Avenue, and one full intersection taking access through Planning Area 1 as depicted in Exhibit IV-4.
- 2) Secondary access is gained by one-right-in/right-out intersection on Hamner Avenue, as depicted in Exhibit IV-4.
- 3) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV.A.4, and as depicted in Exhibit IV-9.
- 4) No buildings shall be constructed that exceed two stories in height unless it contains elevators for the use of the occupants. Residential buildings which exceed two stories must provide additional elevators if they are needed due to the number of units or project design proposed. Elevators shall be placed in order to minimize the walking distance from the elevators to the residential units.
- 5) Perimeter fencing for Planning Area 23 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.

- 6) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.
- 7) An Initial Study, pursuant to the provisions of the California Environmental Quality Act (CEQA), shall be prepared for any development proposed under the above-described senior citizen alternative within this Planning Area in order to determine the appropriate level of CEQA compliance that will be required.
- 8) Garage setbacks shall be a minimum of three feet (3') for interior streets and drives. All other building setbacks for interior streets and drives shall be a minimum of five feet (5'). Building setbacks from exterior boundary lines shall be five feet (5').

24. Planning Area 24 - Public Facility**a. Descriptive Summary**

Planning Area 24 is proposed as a public facility site. The designation is intended to provide an on-site location for fire, police, library or any other public facility that is needed to service the project and surrounding community. The gross area of Planning Area 24 is 2.3 acres.

b. Land Use and Development Standards

Zoning and Specific Development Standards shall be the same as those contained in Ordinance 348.

c. Planning Standards

- 1) Primary access is gained by one full drive on Street "A".
- 2) Perimeter landscape treatments will be in accordance with the Conceptual Landscape Plan, Section IV. A. 4, and as depicted in Exhibit IV-9.
- 3) Perimeter fencing for Planning Area 24 will be provided in accordance with the Wall and Fence Plan depicted in Exhibit IV-34.
- 4) For Specific Plan Design Guidelines including general, landscape and architectural Design Guidelines, please refer to Section IV.C.

C. DESIGN GUIDELINES

In addition to the following Design Guidelines, all implementing development projects shall comply with the applicable provisions of the "Design and Landscape Guidelines for Development in the Second Supervisorial District" in effect at the time of implementing development approval.

1. General

The following Design Guidelines provide general direction for project design at a land planning level, relating primarily to lot and street layouts and unit siting. These guidelines were developed in accordance with provisions of the Jurupa Community Plan and the design objectives of the I-15 Corridor Specific Plan.

- a) Avoid long linear vistas and building edges within the development envelope and along the streetscape through variations in setbacks.
- b) Random setbacks of buildings and landscaping should be incorporated in all designs.
- c) Residential development shall be designed with varied setbacks and provide a mix of one and two-story type housing within the project.
- d) All exterior materials and colors should be integrated through each development site to achieve continuity of design.
- e) Buildings should be designed to an appropriate human scale and should not to appear to be monumental or monotonous. The use of the following design elements will help in creating buildings properly scaled to people:
 - (1) Breaking up building masses into smaller, staggered masses;
 - (2) Breaking up long wall surfaces and roof lines into discontinuous surfaces;
 - (3) Randomly textured materials on roofs and walls;
 - (4) Extended roof overhangs.
- f) The height and bulk of buildings should be appropriate to the size, shape and topography of the site and in harmony with its setting.
- g) Parking areas should be designed to facilitate both vehicular and pedestrian movements.
- h) The siting and design of structures within each planning area should consider the proper orientation to prevalent environmental conditions; sun, wind, terrain, views and vegetation.

- i) The siting and design of structures and landscaping should be sensitive to the modified terrain so as not to dominate the landform as seen from lower elevations.

2. Architectural Qualities and Concepts

The architectural character of the I-15 Corridor Specific Plan will not focus on any particular architectural theme or style. Rather than restricting architectural style, these guidelines will define the character and quality of the community of projects in the I-15 Corridor Specific Plan. These guidelines provide a conceptual reference for architectural continuity and visual cohesiveness. As such, this section should not be interpreted to require a stringent compliance to any particular style of architecture.

The following architectural design guidelines provide direction for the exterior architecture of future residential and non-residential structures in the I-15 Corridor Specific Plan. The following guidelines describe four characteristics of structural architecture, as well as recommendations for signage, lighting and equipment screening. These guidelines are not intended to be all-inclusive and variations from specified elements or materials are permitted. Listed features and elements are considered appropriate or acceptable but not necessarily required.

a. Sensitivity

The architectural styles and treatments selected for projects within the I-15 Corridor Specific Plan should exhibit the following characteristics of sensitivity:

- Creates a complementary relationship with adjacent projects;
- Creates architectural continuity for projects within the I-15 Corridor Specific Plan;
- Authentically replicates selected styles;
- Projects structural integrity;
- Develops a compatible relationship between projects/buildings and open space or recreation areas;
- Presents an appropriate orientation toward adjacent land uses; and
- Affect an aesthetically pleasant profile for the I-15 Corridor.

b. Effect

The architectural styles and treatments selected for projects within the I-15 Corridor Specific Plan should create the following effects:

- Establishes and enhances overall character;
- Emphasizes proper land use relationships;
- Avoids visual repetition;
- Creates a desirable visual environment;
- Authentic renditions of selected styles;
- Creates vitality through interaction of styles; and
- Maintains continuity through the use of similar architectural elements.

c. Features

The architectural styles and treatments selected for projects within the I-15 Corridor should utilize the following features:

- Articulated facades;
- Variated color palettes with coordinated;
- Low plate lines;
- Hip roofs;
- Large overhangs;
- Changing roof plans;
- Horizontal elements;
- Recessed entries;
- Side lit doors;
- Greenhouses;
- Shutters;
- Awnings;
- Columns;
- Balconies;
- Broad porches;
- Greenhouses;
- Extensive windows;
- Bay/oriel windows; and
- Paned doors.

d. Materials

- Stucco and plaster;
- Wood and dimensioned timber;
- Board on board;
- Stone or rock;
- Brick;
- Wood shingles;
- Roof tile;
- Slate;
- Metal-seamed roof panels;
- Facia;
- Metal or wood window dividers;
- Metal or wood railings;
- Clear/beveled/etched/frosted/tinted or reflective glass;
- Glass block;
- Pre-cast concrete;
- Sandblasted concrete; and
- Split-faced block.

e. Signage

- 1) The design of identification, for sale, lease or rent and directional signs including the location, materials, colors, copy and the method of signing, size, and construction shall be approved by the County in accordance with the existing Sign Ordinance, except as noted herein.
- 2) Identification signs are restricted to advertising only the person or company located on the lot. Moving or flashing signs are prohibited. Internally lit signs are preferred.
- 3) All ground signs shall not be located closer than five feet to any property line.
- 4) All monument signs shall not exceed a height of 10 feet measured vertically from the base at ground level to the apex of the sign.
- 5) The area of each directional sign may not exceed four square feet. Maximum height shall be four feet. The sign shall be used for directional purposes only.
- 6) Signs should be used for the purpose of identification and direction. The design of permitted signs should be architecturally integrated with the building design.

f. Lighting

- 1) The design of light fixtures and their structural support shall be architecturally compatible with the surrounding buildings.
- 2) Light standards shall not exceed 20 feet in height and in no case shall they exceed the height of the buildings on-site.
- 3) All parking lot and driveway lighting should provide uniform illumination. Accent illumination is recommended at key points such as entrances, exits, loading zones, and drives.
- 4) Lighting should be shielded and situated so as to not cause glare or excessive light spillage on neighboring sites.

g. Equipment Screening (commercial uses only)

- 1) All roof and ground-mounted equipment shall be screened from public view on all sides.
- 2) All screening shall be architecturally integrated with the building design and a roof parapet wall shall be used to screen roof-mounted equipment. Roof equipment screening where building overviews occur from adjacent streets and the freeway shall incorporate visual enclosure of equipment.

3. Landscape Components

The landscape design guidelines detailed in this section establish a reference for the planting of public rights-of-way and common areas. The guidelines include a plant palette and illustrative plans which reflect the quality and image of the I-15 Corridor Specific Plan. The guidelines recognize and encourage the use of landscaping in complementing and enhancing the project architecture. A Conceptual Landscape Plan is shown in Exhibit IV-9.

a. Design Concept

The landscape design concept is proposed to create a community theme that reinforces several functional goals such as traffic, circulation and land use definition through the incorporation of historical themes and local character. The proposed plantings are decorative while fulfilling the proposed functional needs that each plant material provides. Plant materials chosen in the following lists have been selected for their suitability to the area (i.e., they will tolerate a wide temperature range, have low water consumption requirements, withstand local wind conditions and smog, and additionally, have an inherent shape that appear maintained without assistance. The plants listed within the following groupings have a natural form that matches the forms shown within the accompanying sections, and are drought tolerant.

The landscape design established within this development is based upon the idea of simplicity. The diversity in the selection of plant material is great enough to provide variation and safety from landscape failure caused by disease within a monoculture, yet simple enough to create a design statement which is easy and cost-effective to maintain on a long-term basis.

Although the character of Limonite Avenue and Street "A" could be differentiated from each other in that they border different land uses, respectively, they are the major north/south and east/west rights-of-way transecting the project. Therefore, the general theme character which will bind the varying land uses within the development has been established along these streets and for continuity sake, the character of smaller hierarchy rights-of-way are created from these primary design elements.

It must further be noted that most streets aligned in an east/west direction have been provided with bi-level planting comprised of a high-branching Eucalyptus windrow and lower growing shrub planting and/or a low growing tree. This street profile has been modified for each street with the east/west orientation. This treatment is necessary to assist in the abatement of a strong northerly prevailing wind.

b. Streetscape

It is the intent of these landscape design guidelines to establish a recognizable identity for the I-15 Corridor Specific Plan. The primary landscape element of the Specific Plan will be the streetscape utilized on the major project streets. Five separate streetscapes have been developed for the I-15 Corridor Specific Plan. Each streetscape incorporates its own plant palette and design scheme. The plant palettes are rather broad to allow for flexibility in isolated planting schemes while unifying the project through a cohesive landscape theme.

The materials on the plant lists have been specifically chosen for the adaptability soil and climatic conditions of the area, suitability for various landscape goals and relatively low maintenance characteristics.

1) Streetscape 1/Limonite Avenue

Commercial development is located along both sides of Limonite Avenue as it transects the project. Although rural in character, the landscape design provided for this corridor is more formal in nature relative to the design character of other streetscapes within the project.

The proposed planting is designed to provide an identity for the commercial corridor while maintaining a low profile and/or a "view window" through the plant material at the eye level to retain visibility to commercial enterprises.

To accomplish these goals, an interrupted, high-branching Eucalyptus windrow is established as a backdrop to a forefront of a formal lineal arrangement of Flowering Plum trees set in lawn. Between these two rows of trees is a low formal, dark green hedge to visually screen the parking lot of the commercial area.

In areas of interrupted windrow, the lawn area is replaced by a low, grey-green, arc-shaped shrub hedge border within which is planted a rose-colored, low groundcover.

The location of Streetscape 1 is shown on Exhibit IV-9. Typical plan and section views of Streetscape 1 are shown on Exhibit IV-16 and Exhibit IV-17. The following plant materials have been selected to create this character for Streetscape 1:

a) Trees

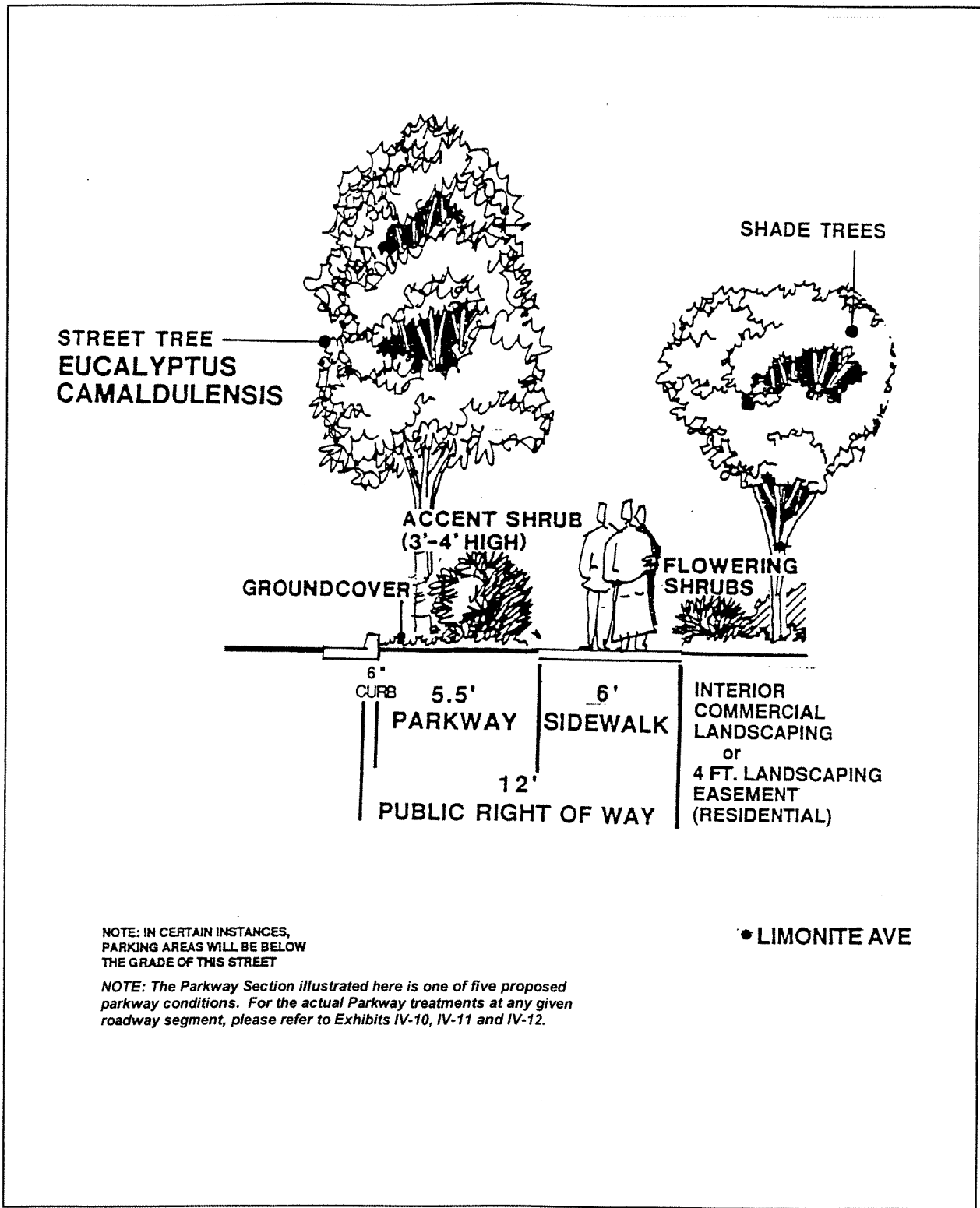
<i>Eucalyptus camaldulensis</i>	Red Gum
<i>Prunus cerasifera "Krauter Vesuvius"</i>	Flowering Plum

b) Shrubs

<i>Juniperus squamata "Blue Star"</i>	NCN (no common name)
<i>Viburnum suspensum</i>	Sandankwa Viburnum

c) Groundcovers

<i>Hypericum calycium</i>	Aaron's Beard
Lawn - <i>Alta Fescue</i>	Tall Fescue
<i>Polygonum capitatum</i>	Pink Clover Blossom



NOTE: IN CERTAIN INSTANCES, PARKING AREAS WILL BE BELOW THE GRADE OF THIS STREET

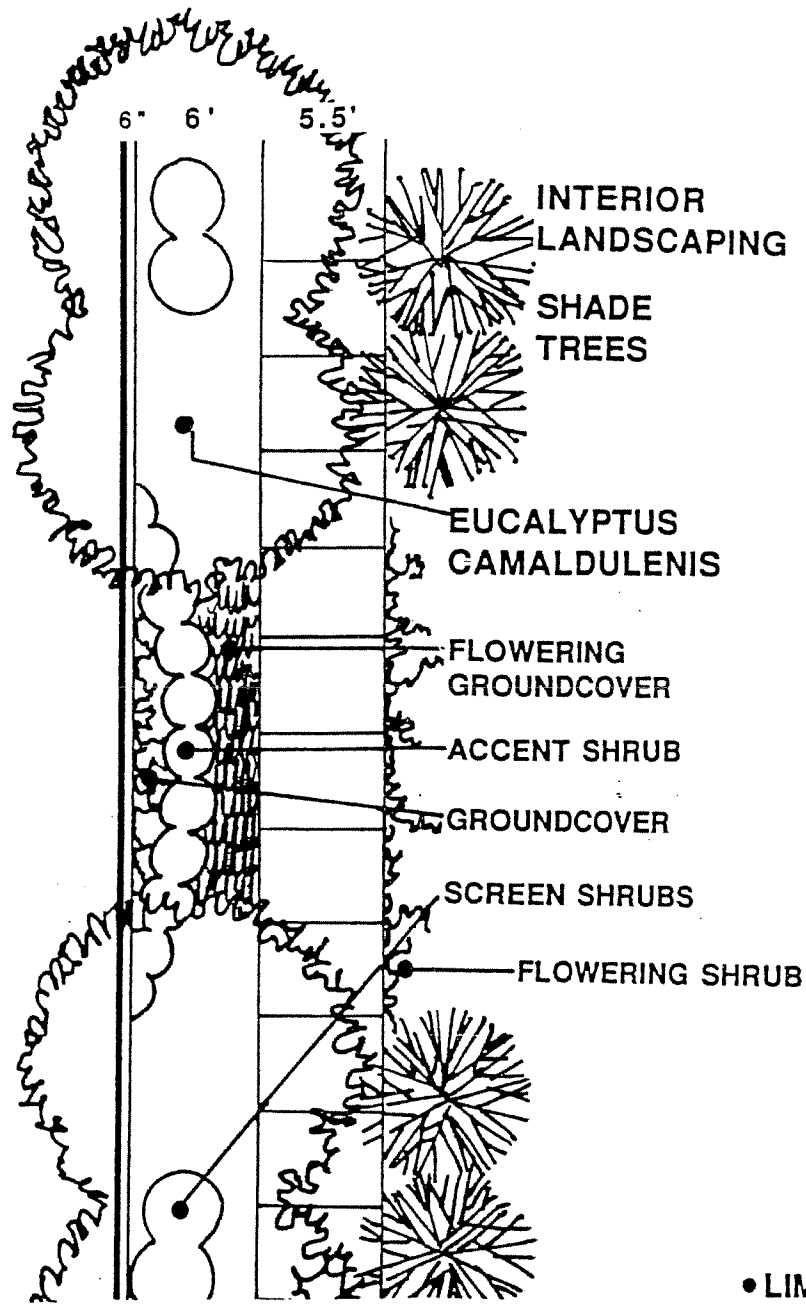
NOTE: The Parkway Section illustrated here is one of five proposed parkway conditions. For the actual Parkway treatments at any given roadway segment, please refer to Exhibits IV-10, IV-11 and IV-12.

• LIMONITE AVE

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Exhibit IV-16
STREETSCAPE 1 SECTION



NOTE: The Parkway Section illustrated here is one of five proposed parkway conditions. For the actual Parkway treatments at any given roadway segment, please refer to Exhibits IV-10, IV-11 and IV-12.

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Exhibit IV-17 STREETScape 1 PLAN

2) Streetscape 2/Street "A" and Park Center Drive

The proposed land use along Street "A" will be a combination of residential and commercial development. In relative terms, this street has a more casual character than Limonite Avenue, in that it provides primary access to a mix of uses. Park Center Drive is a short internal street that intersects with, and is similar in nature to, Street "A."

The location of Streetscape 2 is shown on Exhibit IV-9. Typical plan and section views of Streetscape 2 are shown on Exhibit IV-18 and Exhibit IV-19. The following plant palette has been established for Streetscape 2:

a) Tree

<i>Platanus acerifolia</i>	London Plane Tree
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b) Shrub

<i>Hebe "Rubra"</i>	NCN
<i>Juniperus sabina "Tamarisifolia"</i>	Tam Juniper
<i>Xylosma congestum "Compacta"</i>	Dwarf Shiny Xylosma

c) Groundcover

<i>Hypericum calycinum</i>	Aaron's Beard
Lawn - <i>Alta Fescue</i>	Tall Fescue
<i>Lonicera japonicum "Halliana"</i>	Hall's Honeysuckle
<i>Polygonum capitatum</i>	Pink Clover Blossom
<i>Santolina species</i>	Lavender Cotton
<i>Teucrium chamaedrys "Prostratum"</i>	Dwarf Germander
<i>Trachelospermum jasminoides</i>	Star Jasmine
<i>Verbena peruviana</i>	NCN
<i>Vinca major</i>	Periwinkle

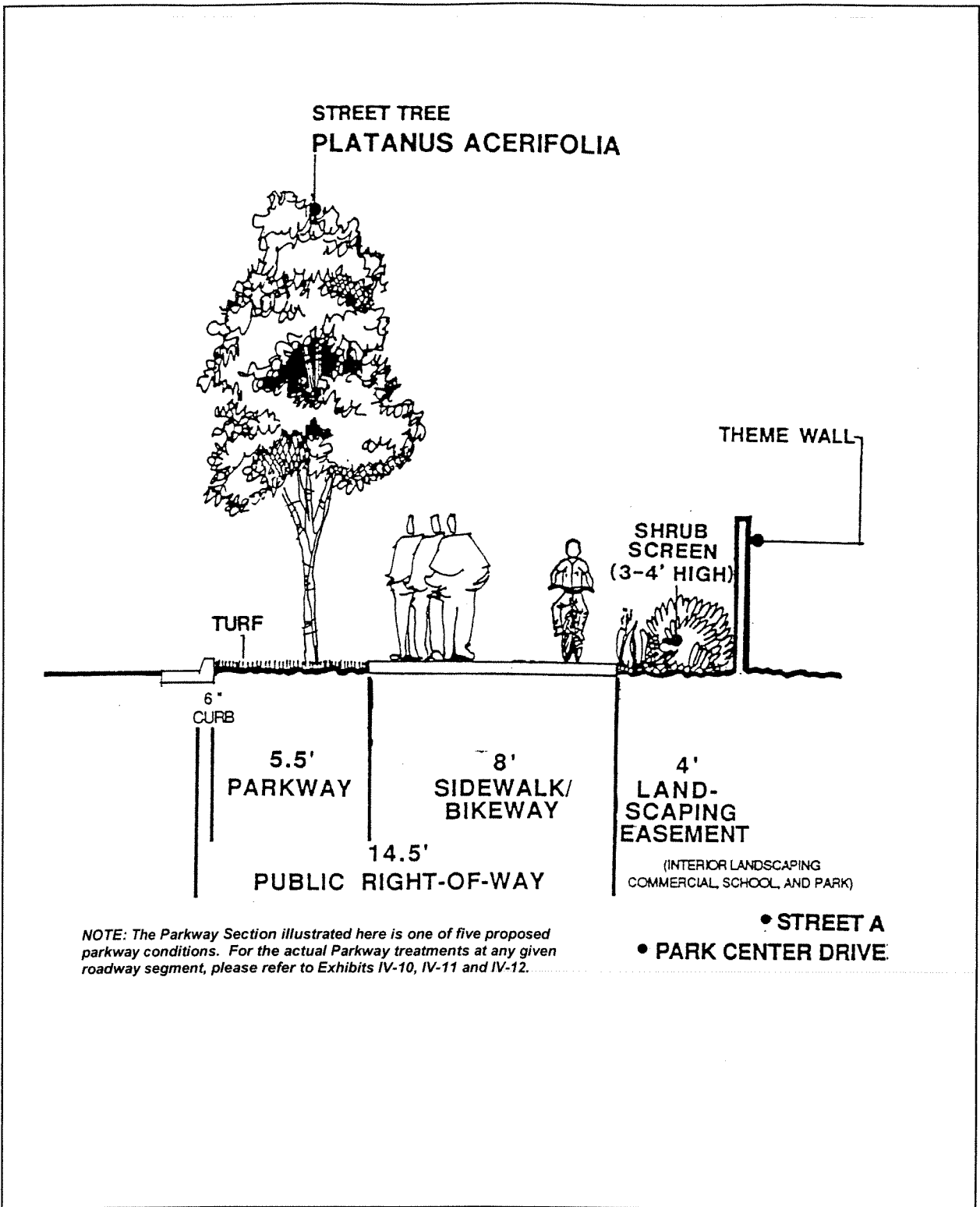
3) Streetscape 3/Hamner Avenue and 68th Street

The same design profile for Hamner Avenue and 68th Street has been developed for functional reasons, but to provide an appropriate character, a different grouping of plant materials has been specified.

The location of Streetscape 3 is shown on Exhibit IV-9. Typical plan and section views of Streetscape 3 are shown on Exhibit IV-20 and Exhibit IV-21. The following plant palette has been established for Streetscape 3:

a) Tree

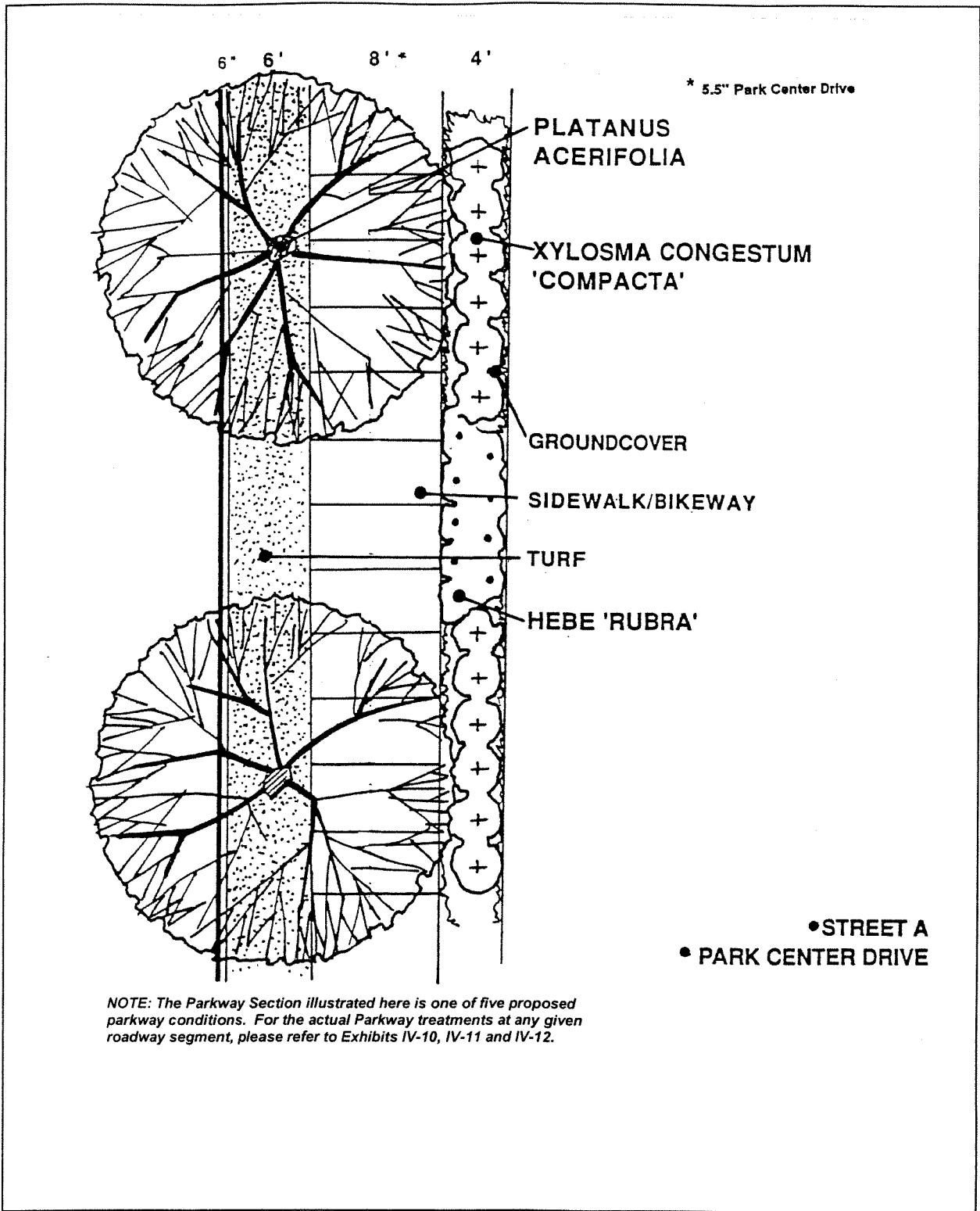
<i>Jacaranda acutifolia</i>	Jacaranda
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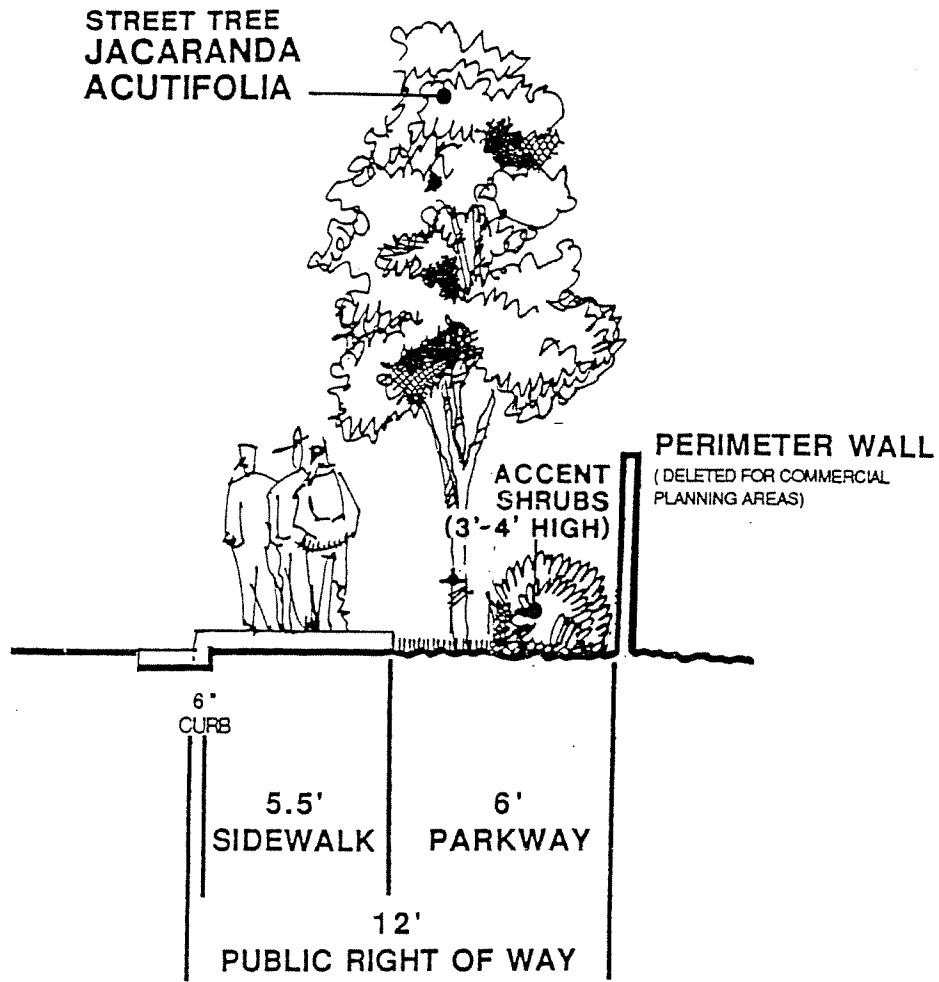


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Exhibit IV-18 STREETSCAPE 2 SECTION





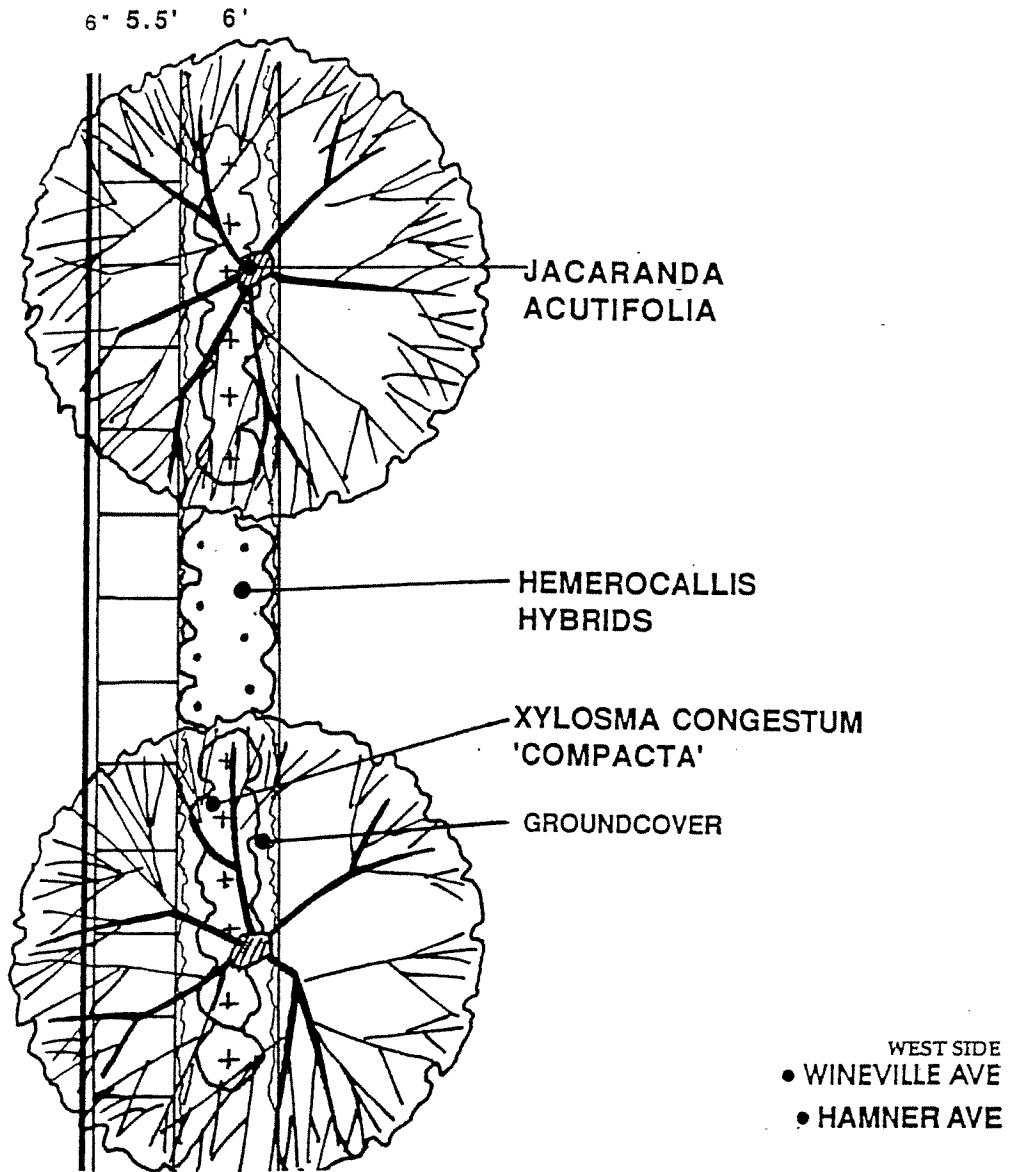
NOTE: The Parkway Section illustrated here is one of five proposed parkway conditions. For the actual Parkway treatments at any given roadway segment, please refer to Exhibits IV-10, IV-11 and IV-12.

- WEST SIDE
- WINEVILLE AVE
- HAMNER AVE

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Exhibit IV-20
STREETSCAPE 3 SECTION



NOTE: The Parkway Section illustrated here is one of five proposed parkway conditions. For the actual Parkway treatments at any given roadway segment, please refer to Exhibits IV-10, IV-11 and IV-12.



**Exhibit IV-21
STREETSCAPE 3 PLAN**

b) Shrubs

<i>Hebe "Rubra"</i>	NCN
<i>Hemerocallis hybrids</i>	Daylily
<i>Xylosma congestum "Compacta"</i>	Dwarf Shiny Xylosma

c) Groundcovers

<i>Hypericum calycinum</i>	Aaron's Beard
Lawn - <i>Alta fescue</i>	Tall Fescue
<i>Lonicera japonicum "Halliana"</i>	Hall's Honeysuckle
<i>Polygonum capitatum</i>	Pink Clover Blossom
<i>Santolina species</i>	Lavender Cotton
<i>Teucruim chamaedrys "Prostratum"</i>	Dwarf Germander
<i>Trachelospermum jasminoides</i>	Star Jasmine
<i>Verbena peruviana</i>	NCN
<i>Vinca major</i>	Periwinkle

4) Streetscape 4/Wineville Avenue

The proposed design character for the Wineville Avenue streetscape is rural in nature. It has traditionally been a Eucalyptus windrow. The modified design for this streetscape's profile is a refined windrow with additional eye-level visual buffer plant material.

The location of Streetscape 4 is shown on Exhibit IV-9. Typical plan and section views of Streetscape 4 are shown on Exhibit IV-22 and Exhibit IV-23. The following planting palette has been established for Streetscape 4:

a) Tree

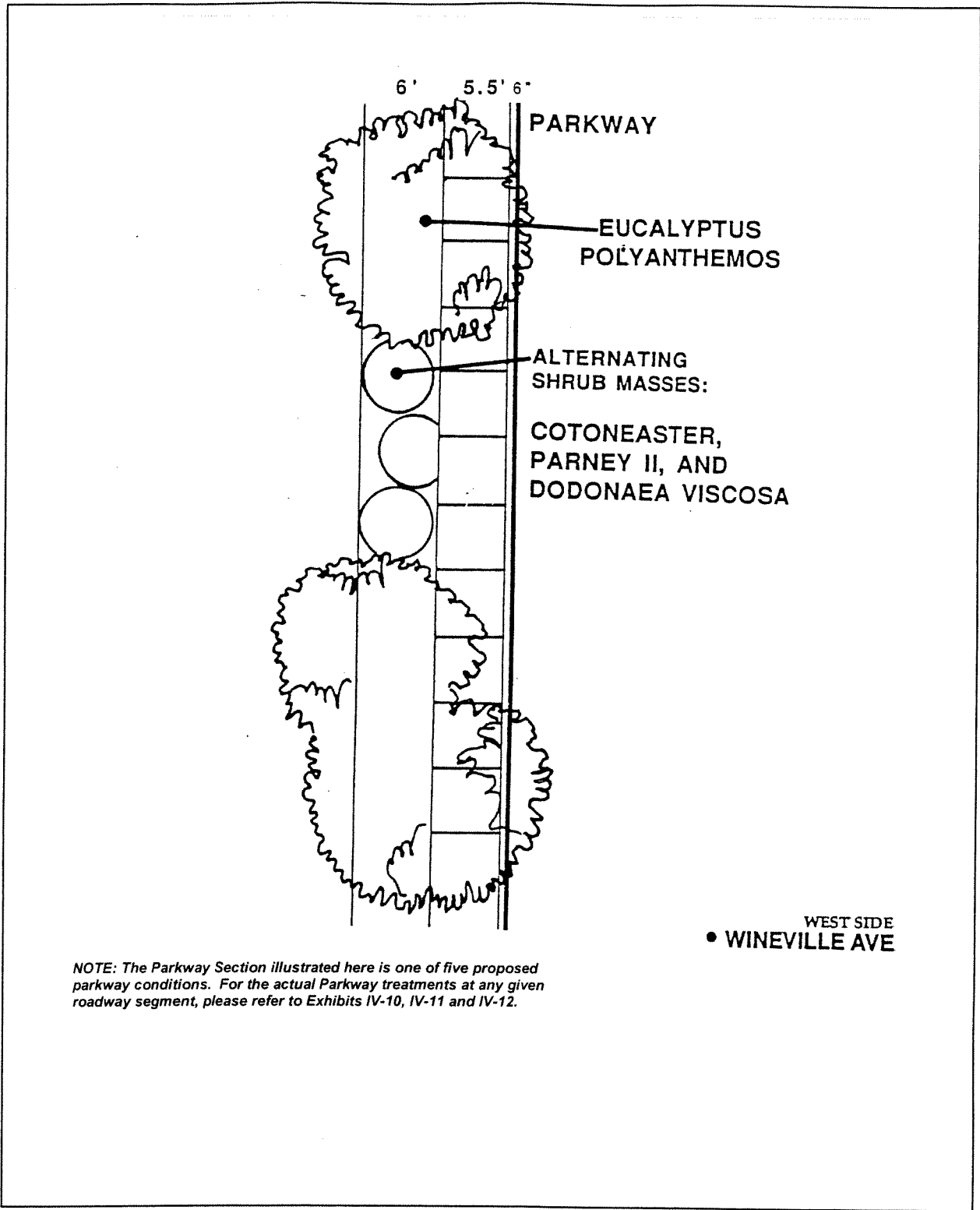
<i>Eucalyptus polyanthemos</i>	Silver Dollar Eucalyptus
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b) Shrubs

<i>Cotoneaster parneyi</i>	Red Clusterberry
<i>Dodonaea viscosa</i>	Australian Hopseed

c) Groundcovers

<i>Hypericum calycinum</i>	Aaron's Beard
<i>Juniperus sabina "Tamarisifolia"</i>	Tam Juniper
<i>Lonicera japonica "Halliana"</i>	Hall's Honeysuckle
<i>Polygonum capitatum</i>	Pink Clover Blossom
<i>Rosmarinus officinalis</i>	Rosemary
<i>Santolina species</i>	Lavender Cotton
<i>Trachelospermum jasminoides</i>	Star Jasmine
<i>Vinca major</i>	Periwinkle
"Marathon" <i>Alta Fescue</i>	Tall Fescue



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Exhibit IV-23
STREETSCAPE 4 PLAN

5) Streetscape 5/Bellegrave Avenue

The proposed design character for Bellegrave Avenue is the most rural of the profiles for the project. After site review, it was felt appropriate, due to adjacent land uses to retain the concept of their existing character. This provides a natural visual transition while retaining historical context for the area.

The location of Streetscape 5 is shown on Exhibit IV-9. Typical plan and section views of Streetscape 5 are shown on Exhibit IV-24 and Exhibit IV-25. The following planting palette has been established for Streetscape 5:

a) Tree

Eucalyptus camaldulensis Red Gum

b) Shrubs

<i>Cassia armata</i>	NCN
<i>Hebe "Coed"</i>	NCN
<i>Hebe "Rubra"</i>	NCN
<i>Hemerocallis hybrids</i>	Daylily
<i>Juniperus sabina "Tamarisifolia"</i>	Tam Juniper
<i>Lantana camara</i>	Lantana
<i>Leptospermum scoparium "Nanum"</i>	Dwarf Manuka
<i>Nerium oleander "Petit Salmon"</i>	Dwarf Oleander
<i>Pittosporum tobira "Wheeleri"</i>	Wheeler's Dwarf
<i>Pittosporum tobira "Variegata"</i>	Variegated Mock Orange
<i>Teucrium fruticans</i>	Bush Germander
<i>Xylosma congestum "Compacta"</i>	Dwarf Shiny Xylosma

c) Groundcovers

<i>Hypericum calycinum</i>	Aaron's Beard
<i>Juniperus sabina "Tamarisifolia"</i>	Tam Juniper
Lawn - <i>Alta fescue</i>	Tall Fescue
<i>Lonicera japonica "Halliana"</i>	Hall's Honeysuckle
<i>Polygonum capitatum</i>	Pink Clover Blossom
<i>Rosmarinus officinalis</i>	Rosemary
<i>Santolina species</i>	Lavender Cotton
<i>Trachelospermum jasminoides</i>	Star Jasmine
<i>Vinca major</i>	Periwinkle

c. **Entries and Intersections**

The major determinate element of character for the two-tier hierarchy of entries and intersections is the California Pepper Tree. This tree has been specified as the unifying element that defines these junctions. The design layout for major entries and intersections is essentially the same, as

is the design layout for secondary entries and intersections, with a few minor deviations. Also, the design scheme layout between the two hierarchy categories, major and secondary, is comprised of the same elements, the difference being in scale and elaboration. The location of all major and secondary entries and intersections is shown on Exhibit IV-9. Typical plans and elevations of proposed entry and intersection treatments are illustrated in Exhibit IV-26 through Exhibit IV-31.

The major entries have a group of vertical evergreen trees that provide a backdrop to the multi-trunk, broad-dome California Pepper. This backdrop of trees is not included in the secondary entries. All schemes have landscape mounding, as well as mid-height background shrubs, and a forefront of lawn. All schemes, except the secondary intersections have a focal point of a colored groundcover mass.

The variation between intersections and entries for all hierarchy levels is the inclusion or exclusion of a wall monument for project signage. Entries are essentially intersections with a wall monument. The major entry monument is greater in scale and more complex than the secondary entry, but all other design elements are essentially the same.

The following plant palette has been established for entries and intersections:

1) Trees

<i>Pinus halepensis</i> (Backdrop tree)	Aleppo Pine
<i>Schinus molle</i>	California Pepper

2) Shrubs

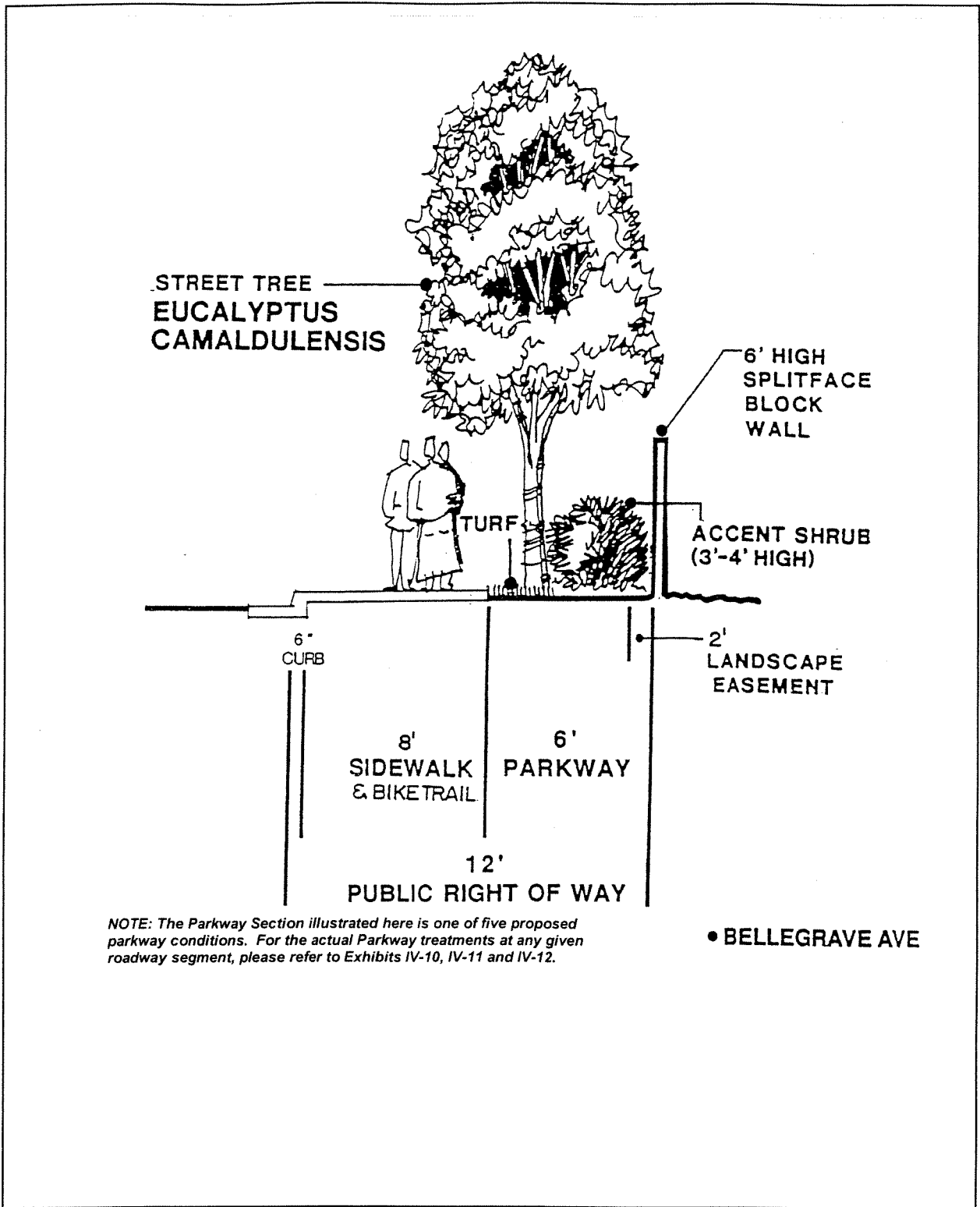
<i>Grevillea "Noellii"</i>	NCN
<i>Leptospermum scoparium</i>	Dwarf Manuka
<i>Leucophyllum fruticens</i>	Texas Ranger
<i>Nerium oleander</i>	Oleander
<i>Pittosporum tobira "Variegata"</i>	Variegated Mock Orange
<i>Raphiolepis indica</i>	India Hawthorne
<i>Viburnum suspensum</i>	Sandankwa Viburnum

3) Groundcovers

<i>Dimorphoteca sinuata</i>	Cape Marigold
"Marathon" <i>Alta fescue</i>	Tall Fescue

d. Buffer Treatments and Freeway Enhancement Zones

The character of the Landscape Buffer Zone is based upon the Eucalyptus windrow element defined within some of the streetscapes. Landscape buffers function to visually screen two adjacent land uses from each other. These buffers are located internally or as an edge treatment, as shown on the plan on Exhibit IV-9. Freeway Enhancement Zones are located solely as an edge treatment between the freeway right-of-way and commercial land uses.



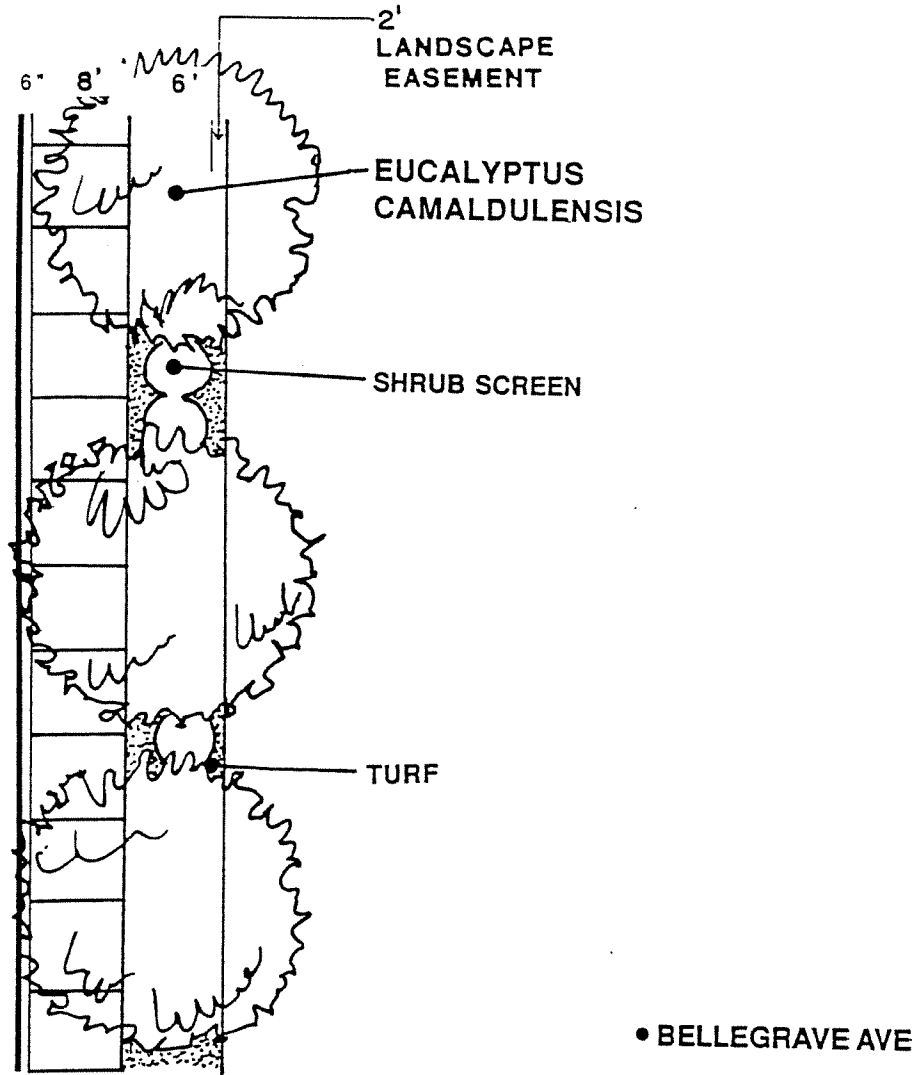
NOTE: The Parkway Section illustrated here is one of five proposed parkway conditions. For the actual Parkway treatments at any given roadway segment, please refer to Exhibits IV-10, IV-11 and IV-12.

● BELLEGRAVE AVE

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**Exhibit IV-24
STREETSCAPE 5 SECTION**

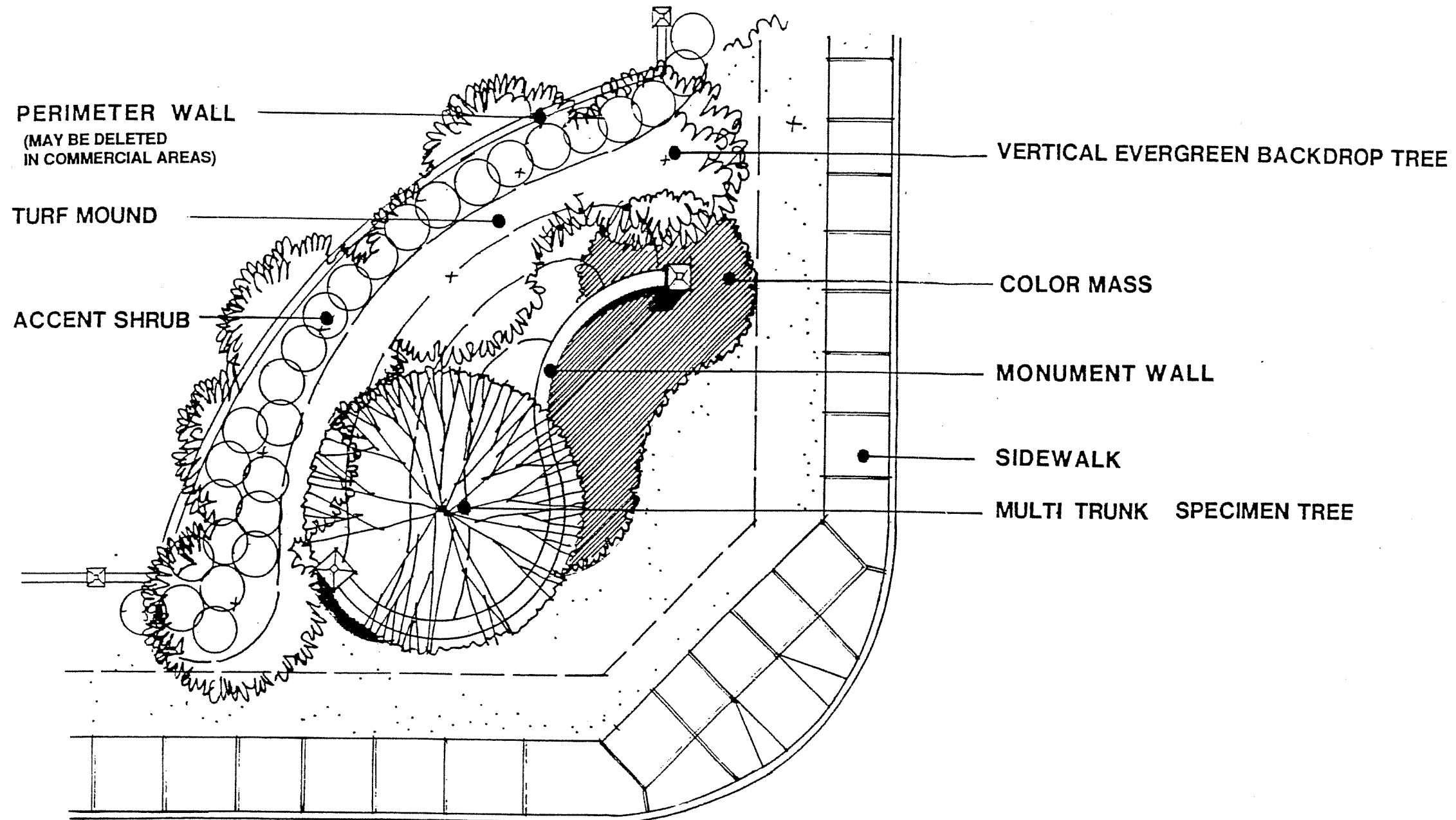


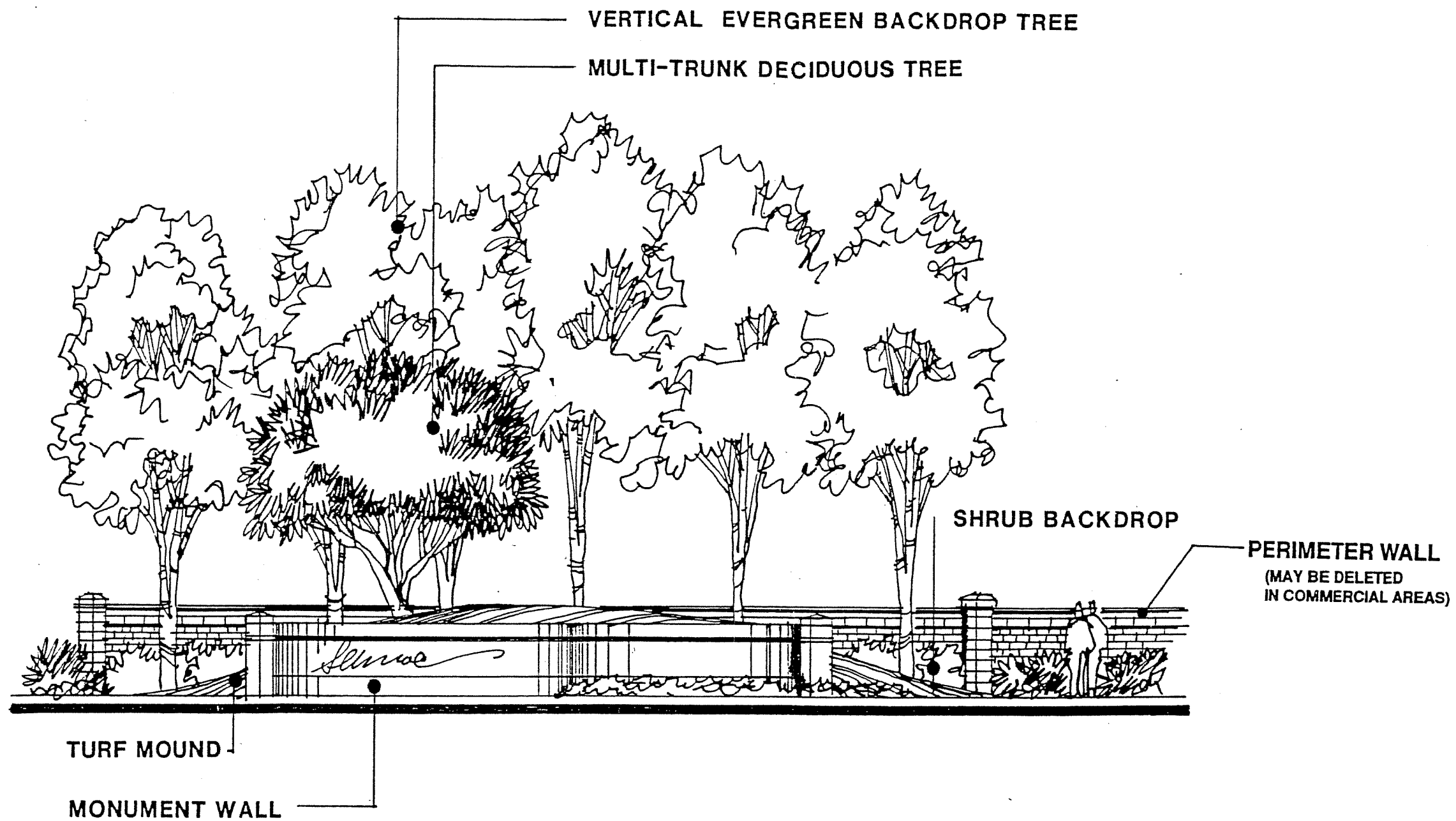
NOTE: The Parkway Section illustrated here is one of five proposed parkway conditions. For the actual Parkway treatments at any given roadway segment, please refer to Exhibits IV-10, IV-11 and IV-12.

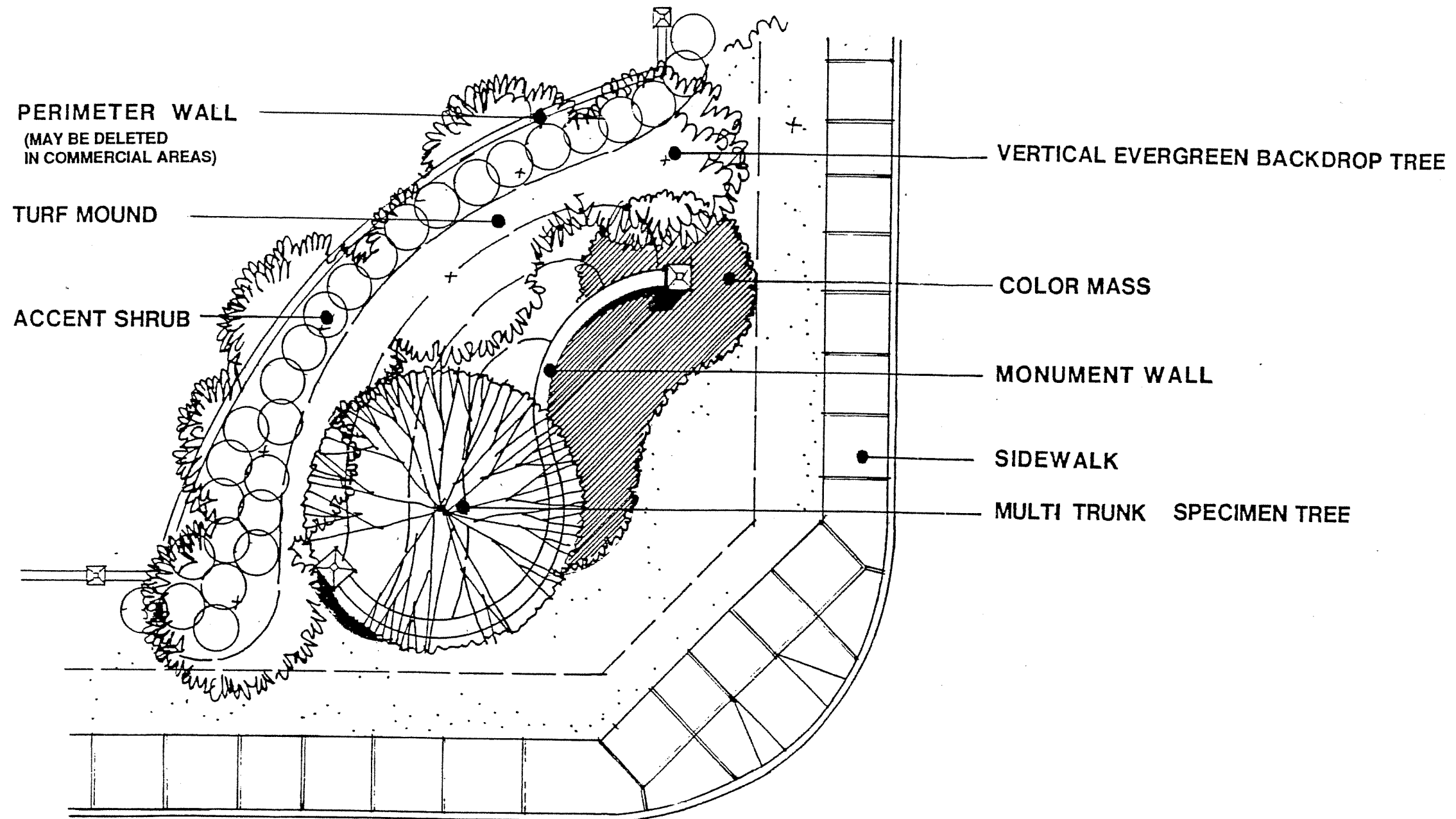
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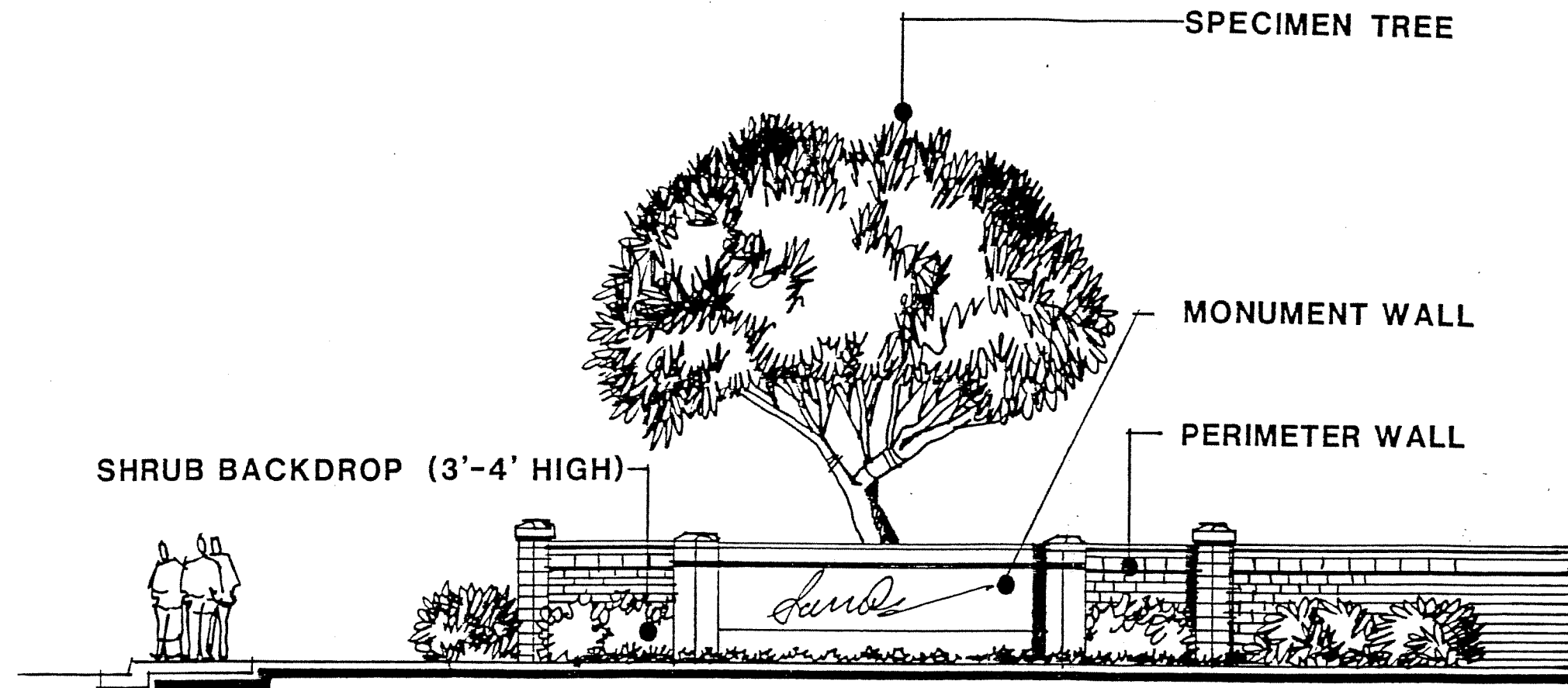
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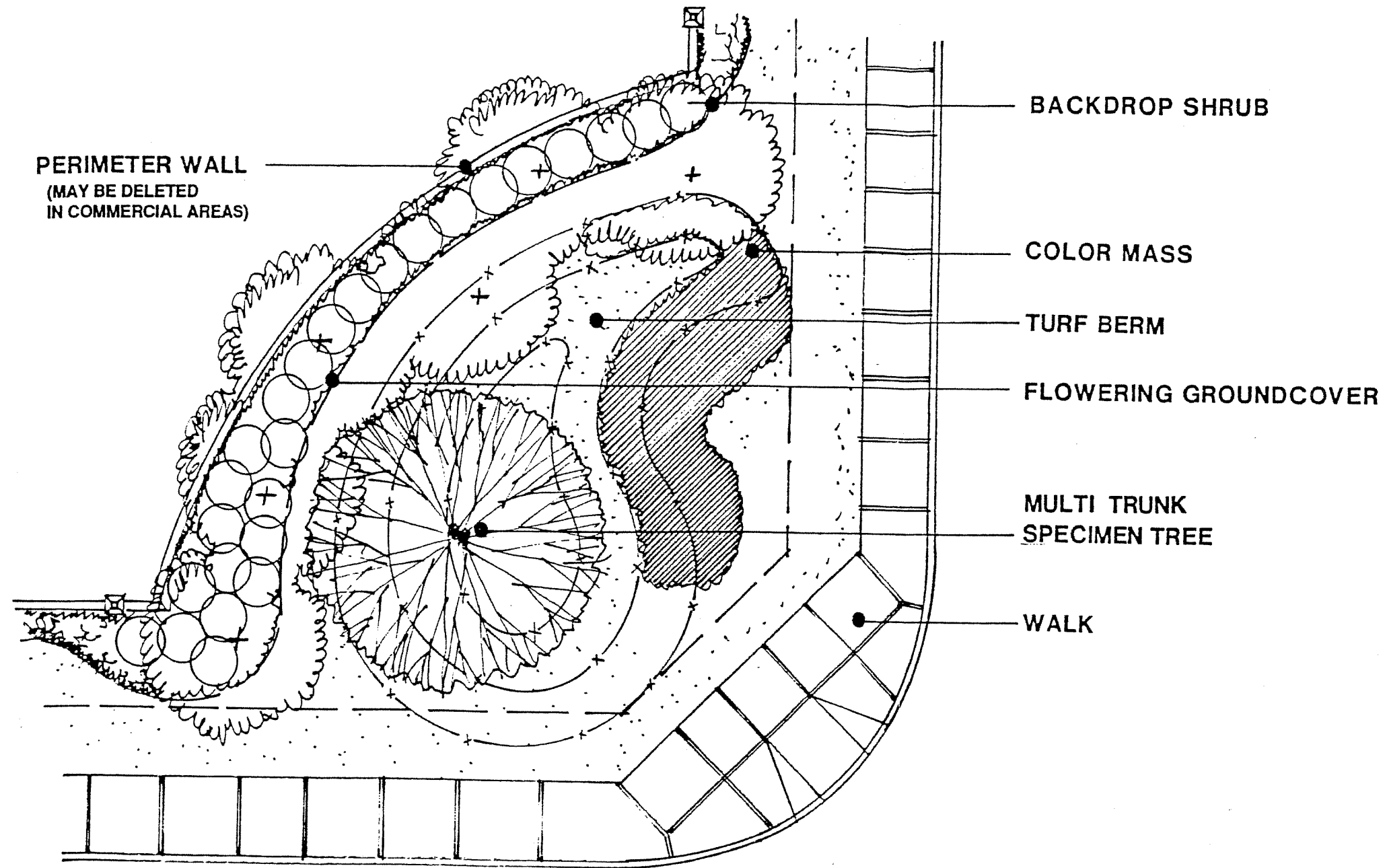
Exhibit IV-25 STREETSCAPE 5 PLAN

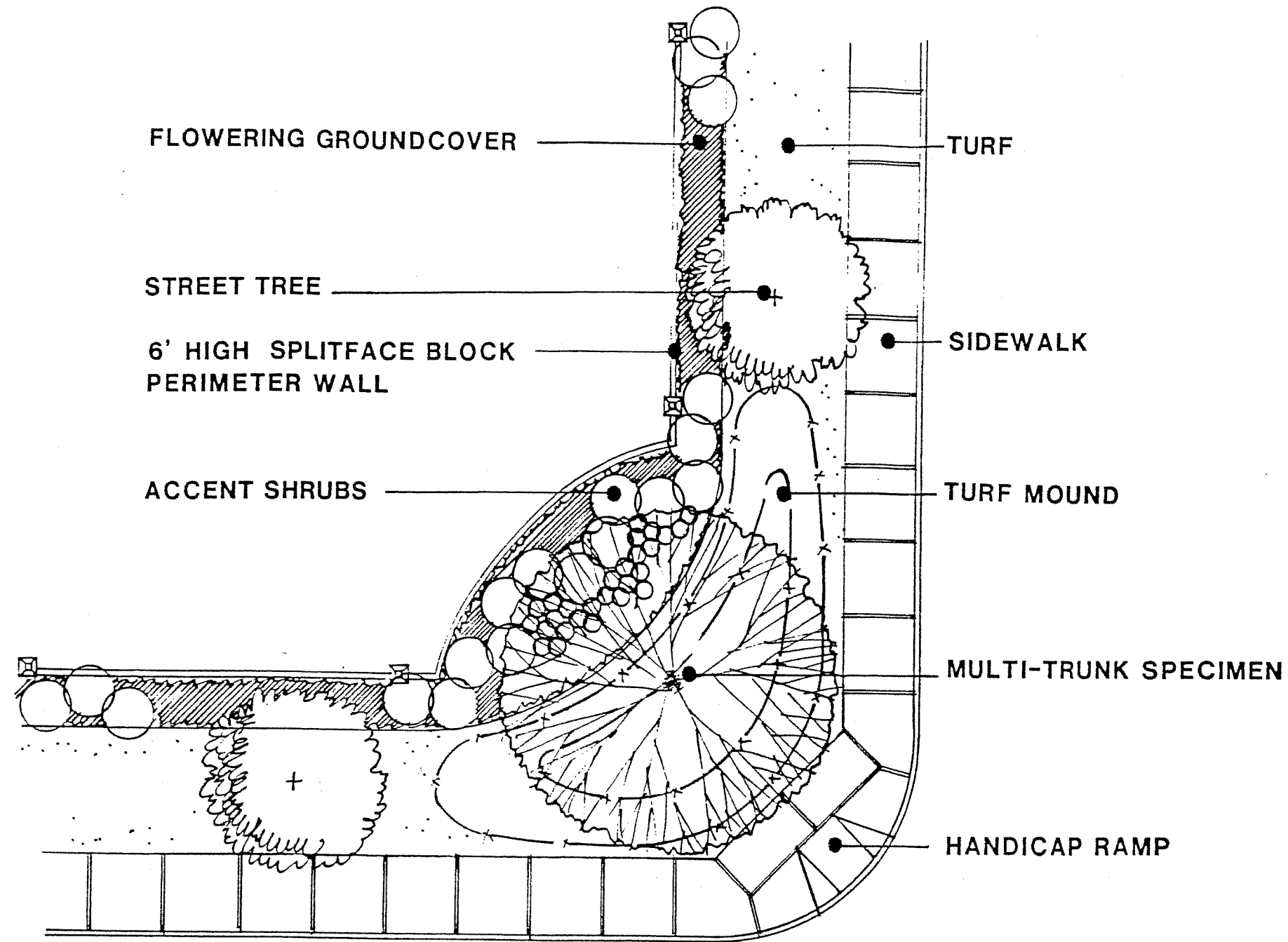












The Freeway Enhancement Zone has been designed to not have total capacity to screen out views, in that, it is mandatory to maintain visual access from the freeway into the commercial uses which it borders. Therefore, on a functional level, the requirements of the landscape layout are similar to the Streetscape 3 design, which provides a "view window" into the commercial areas. Therefore, this plan and section shall also prevail for the Freeway Enhancement Zone, but the plant palette shall be different to define a change in the character.

Typical plan and section views of the landscape buffer and freeway enhancement treatments are shown on Exhibit IV-32 and Exhibit IV-33. The following plant palette has been established for both the Landscape Buffer and Freeway Enhancement Zones:

1) Trees

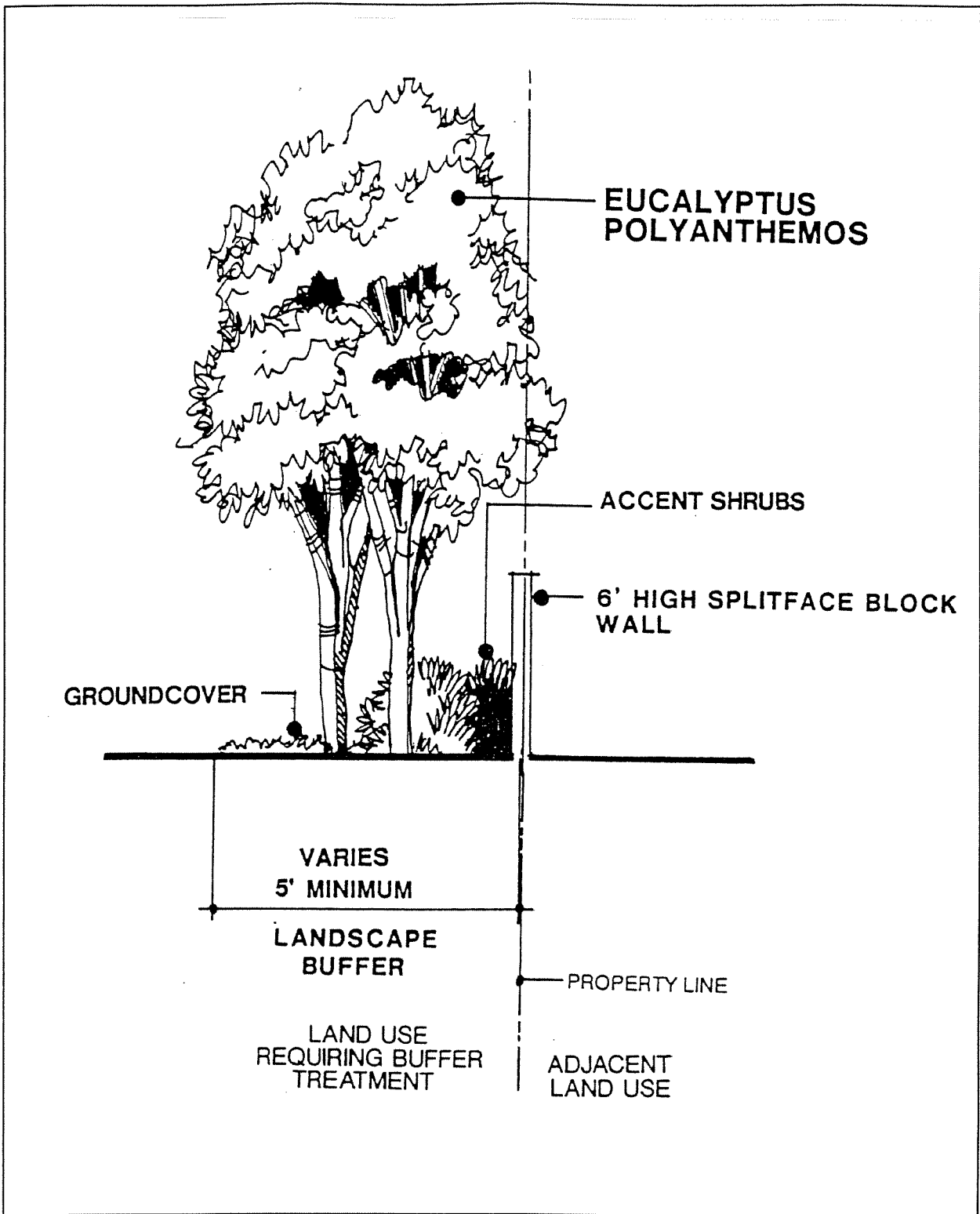
<i>Acacia melanoxylon</i>	Blackwood Acacia
<i>Cassia leptophylla</i>	Gold Medallion Tree
<i>Cinnamomum camphora</i>	Camphor Tree
<i>Cupressocyparis leylandii</i>	NCN
<i>Eucalyptus sideroxylon</i>	Rosy-Red Ironbark
<i>Pinus halepensis</i>	Aleppo Pine
<i>Podocarpus gracilior</i>	Fern Pine

2) Shrubs

<i>Grevillea "Noellii"</i>	NCN
<i>Juniperus chinensis "Armstrongii"</i>	Armstrong Juniper
<i>Nerium oleander</i>	Oleander
<i>Photinia "Fraseri"</i>	NCN
<i>Pittosporum tobira "Variegata"</i>	Variegated Mock Orange
<i>Raphiolepis indica</i>	India Hawthorne
<i>Viburnum suspensum</i>	Sandankwa Viburnum

3) Groundcovers

<i>Berberis repens</i>	Creeping Barberry
<i>Hypericum calycinum</i>	Aaron's Beard
<i>Lonicera japonica "Halliana"</i>	Hall's Honeysuckle
<i>Polygonum capitatum</i>	Pink Clover Blossom
<i>Rosmarinus officianalis</i>	Rosemary
<i>Santolina species</i>	Lavender Cotton
<i>Trachelospermum jasminoides</i>	Star Jasmine



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Exhibit IV-32 BUFFER TREATMENT SECTION

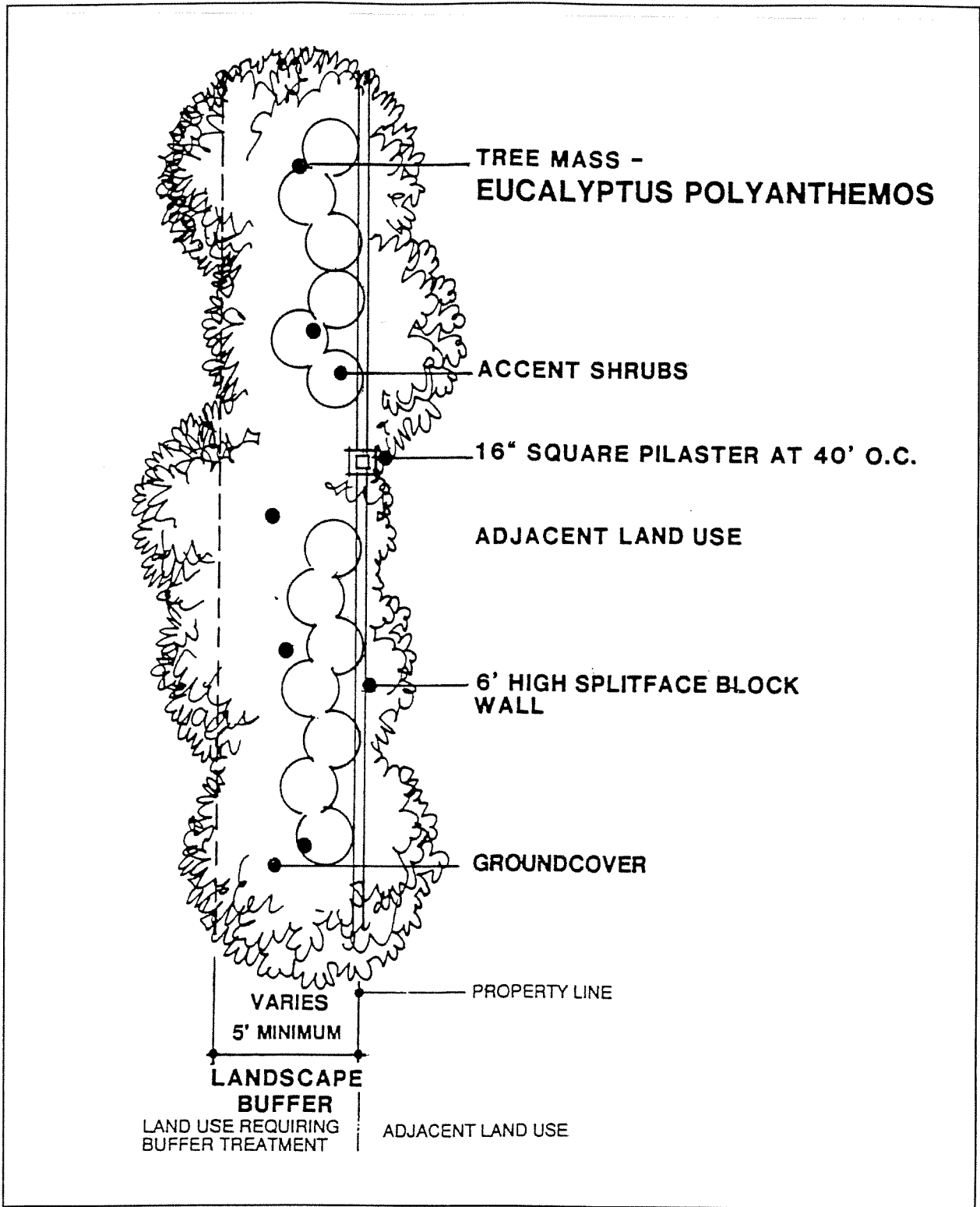


Exhibit IV-33 BUFFER TREATMENT PLAN

e. Landscape Guidelines and Requirements

1) Landscape Guidelines

- a) Parking areas shall incorporate both landscaping and screening to make them visually compatible with their surroundings.
- b) Grouped masses of plant material shall be designed to complement architectural elevations and rooflines through color, texture, density, and form on both the vertical and horizontal planes.
- c) The preservation of existing mature trees and their integration into introduced landscape materials shall be required where feasible.
- d) Landscaping shall be designed to establish project identity and to accentuate common entrance areas. Landscaping and berms shall be used to screen parking areas and non-residential storage areas.
- e) Wherever feasible, native and drought-tolerant plant material shall be used and existing mature trees preserved.
- f) Appropriate plant materials shall be used to define space, create a visual image and separate differing land uses.
- g) Landscaping shall consider solar rights of adjacent structures.

2) Landscaping Requirements

- a) Residential development shall include frontyard landscaping.
- b) All front and side setback areas, and rear setbacks where abutting non-industrial uses shall be effectively landscaped with compositions of landscape elements to provide visual screening and achieve a transition into the primary use area of the site. These landscape elements include earth berming, groundcover, shrubs and trees.
- c) Utility services and enclosures shall be screened from views from streets and adjacent properties with landscape materials and barrier treatments.
- d) In order to achieve a uniform landscape theme within the project area, the areas within the street medians, park strips, and streetscape setback areas shall have an established landscape materials pallet consistent with the Specific Plan.
- e) A permanent automatic underground sprinkler system shall be installed where appropriate which shall be capable of providing the proper amount of precipitation for the particular type of plant materials used.

- f) Graded but undeveloped areas proposed for future development will be maintained in a weed-free condition.
- g) Landscaping, in accordance with the approved landscape plans shall be installed prior to occupancy of structures. If seasonal conditions do not permit planting, interim erosion control measures shall be approved by the County.

4. Walls and Fences

The network of walls and fences for the I-15 Corridor Specific Plan serves to promote the identity of the project while separating individual or incompatible uses. Walls and fences, like the plant materials, provide design character and function to visually unify the divergent land uses into one definable project. A hierarchy of wall and fencing types has been developed for various purposes as follows:

- Perimeter Wall
- Theme Wall
- Perimeter Fence
- Equestrian Fence

The I-15 Corridor Wall and Fencing Plan is illustrated in Exhibit IV-34, and wall and fencing details are shown on Exhibit IV-35 and Exhibit IV-36.

Two material types have been chosen as design elements to provide this continuity: (1) Taupe-colored, split-face block; and (2) Pre-cast concrete. Of these materials, split-face block is the primary material from which solid wall panels, and wall/fence pilasters are constructed. Concrete is the basis for pre-cast wall/pilaster caps and split-rails for fences. The use of these materials in various combinations create the specific designs for each of the above-mentioned categories.

1) Wall and Fence Standards

- a) Fence and wall heights shall generally be as tall as those objects or areas they are intended to visually screen, however, no fence or wall shall exceed three feet in height within any required front setback area, or exceed six feet in height within any required side or rear setback area. Sound attenuation barriers may be exempted from these standards upon County approval.
- b) Where a commercial use abuts property in any residential zone, a masonry wall six feet in height and screen landscaping five feet in width shall be erected and maintained between such uses and the residential zone (see Exhibit IV-32 and Exhibit IV-33).
- c) Fences and walls shall be utilized to visually screen and/or physically enclose outdoor storage areas, loading docks and ramps, transformers, storage tanks, and other appurtenant items of poor visual quality.

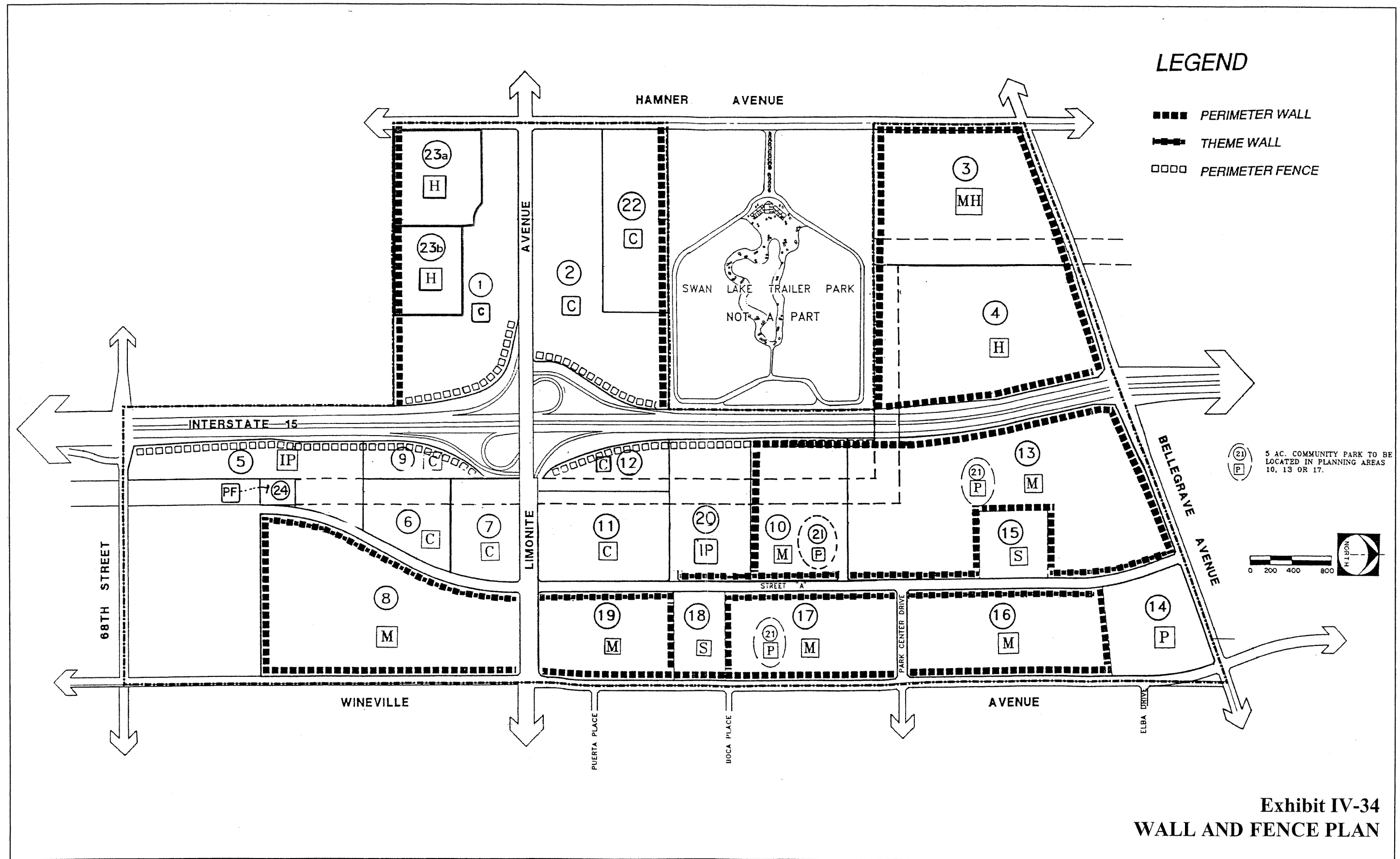
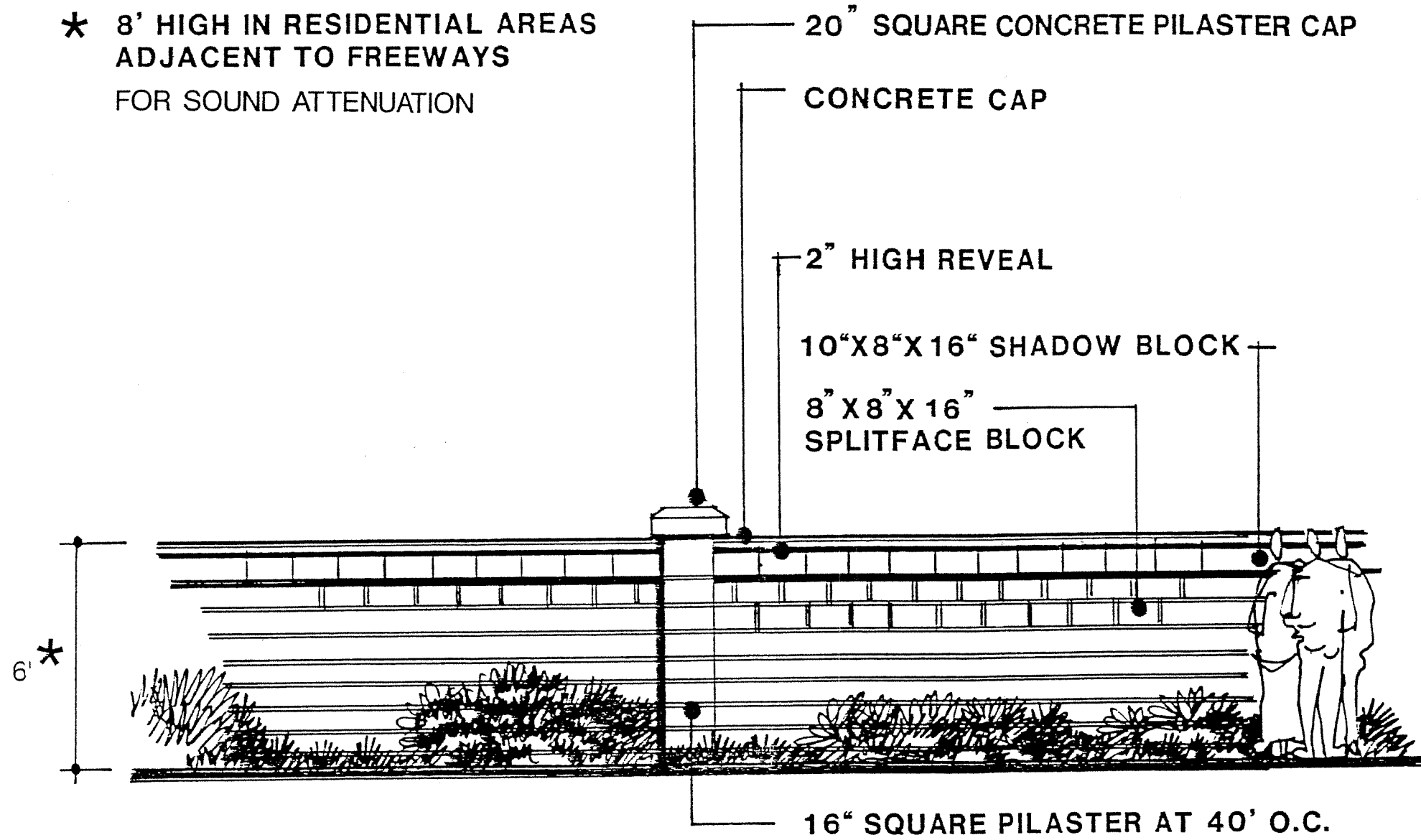
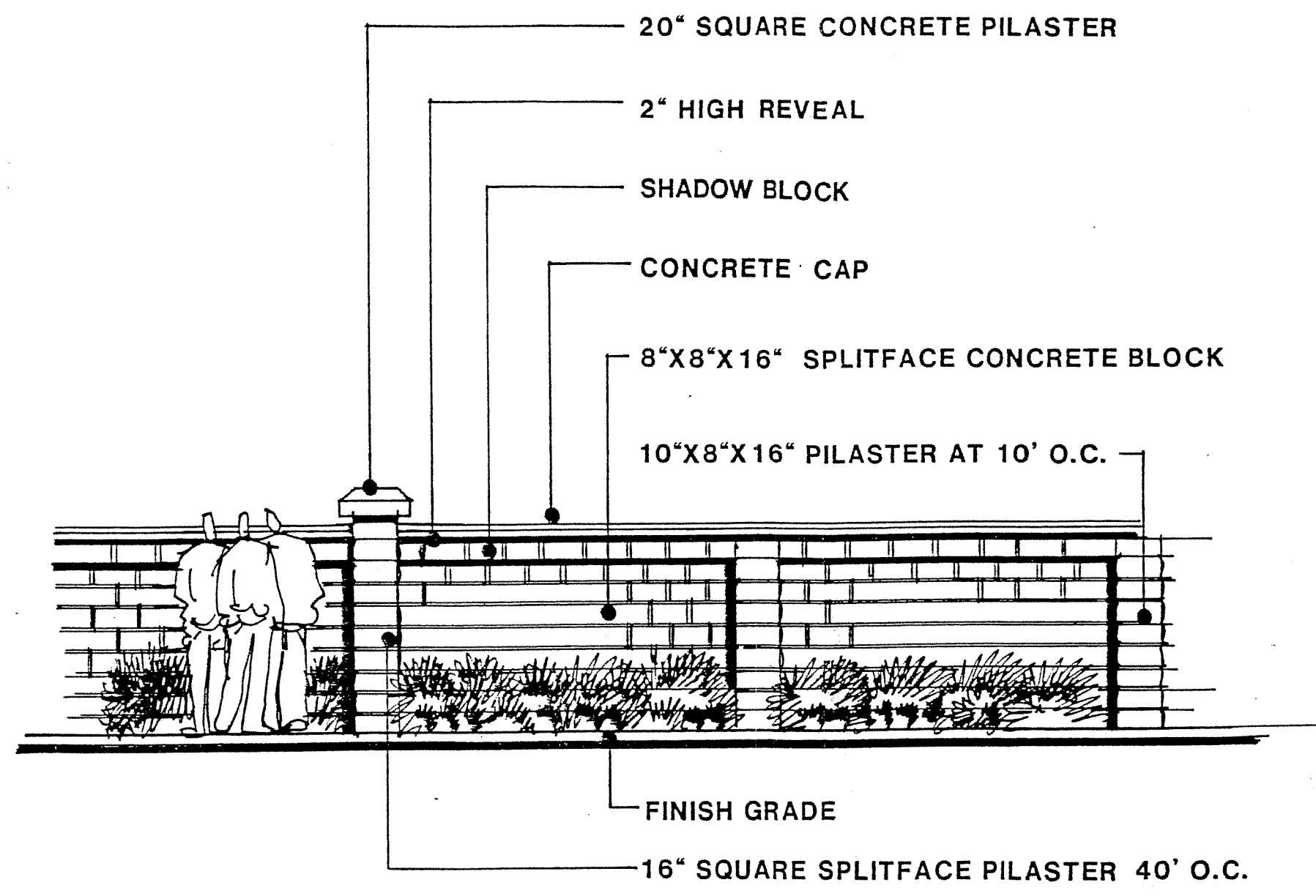


Exhibit IV-34
WALL AND FENCE PLAN

* 8' HIGH IN RESIDENTIAL AREAS
ADJACENT TO FREEWAYS
FOR SOUND ATTENUATION





PLANNING AND DESIGN SOLUTIONS
COMMUNITY PLANNING • URBAN DESIGN
ENVIRONMENTAL SERVICES

Denné/Hourian Collaborative
LANDSCAPE ARCHITECTURE • PLANNING • URBAN DESIGN

Exhibit IV-36
THEME WALL ELEVATION

- d) Fences and walls shall be used on the perimeter of properties to define property limits, separate use areas, and provide on-site security. Fencing, walls, and other structural barriers shall be designed of similar materials, colors and general style as the primary buildings on a site.

D. IMPLEMENTATION PROGRAMS

Although the I-15 Corridor Specific Plan will be implemented through a variety of approval steps (i.e., zoning, site plans, parcel and tentative tract maps, etc.), the primary implementation tool is the Specific Plan itself which establishes the character of development through the definition of plan features, development standards and design concepts.

These plan features, development standards and design concepts have been described in Section IV. Together, they provide the framework for formulating Design Guidelines and development standards to be used at the site specific planning level to ensure that the intent of the Specific Plan is realized. The design concepts, plan features, Design Guidelines and development standards establish a basis upon which all subsequent implementing planning decisions can be based, and a criteria for determining consistency of site specific design with the Specific Plan.

1. Zoning/General Plan

Rezoning of the property will be necessary to bring the zoning designation into conformance with the Land Use Development Plan adopted as a part of the Specific Plan. A change of zone application has been filed and is being processed concurrently with this Specific Plan that will apply to those areas where the agricultural preserve status has expired. A subsequent zone change request will be required for those areas still under agricultural preserve status. The Zone Change request is from the present designation of A-2-10 (Heavy Agriculture - 10-acre minimum) to SP (Specific Plan).

A General Plan Amendment has been submitted to the County for concurrent review with the Specific Plan and the Draft Environmental Impact Report. The Amendment will change the General Plan designation of the site from 1B (high), 2A (medium-high), 2B (medium) and C (commercial) designations to a Specific Plan designation.

2. Review Procedures

The I-15 Corridor Specific Plan shall be implemented through the Parcel Map, the Tentative Tract Map and Site Plan Review process.

Subsequent to the approval of the Specific Plan and prior to, or concurrent with, the initial Tentative Tract Map, Site Plan Review, a Parcel Map may be submitted. The Parcel Map submittal will meet all requirements stipulated by the Subdivision Map Act. All lots created by parcel maps shall be consistent with the area specifications for the planning areas within the

Specific Plan. An adjustment in acreage of up to 10 percent constituting a refinement of the Specific Plan shall be allowed.

Tentative Tract Maps shall be required for detached single-family residential projects, or multi-family residential projects as required by the Subdivision Map Act. After Tentative Tract Map approval, the Final Tract Map may be recorded and building permits may be issued. This process may include the parcelization of a lot or lots for future use as a planned unit development, condominium, apartment, or cluster development site.

All subdivision within the I-15 Corridor Specific Plan shall be consistent with the provisions, procedures and requirements of County of Riverside, Ordinance No. 460. Plot Plan approval shall be required for all condominium or apartment developments, and commercial projects. Plot Plan approval is described below, and may occur either concurrent with or subsequent to parcelization of the development site.

Conditional Use Permits are required for certain uses pursuant to Ordinance No. 348. Procedure for processing of Conditional Use Permits is described below.

a. Final Site Development Plan/Plot Plan

All projects which require a Plot Plan or final Site Development Plan pursuant to Ordinance No. 348 shall be processed in accordance with the provisions of Section 18.30, Ordinance No. 348, County of Riverside.

b. Conditional Use Permits

Conditional Use Permits shall be processed in accordance with the provisions of Section 18.28, Ordinance No. 348, County of Riverside.

3. Transfer of Dwelling Units/Density

Minor variations to planning areas may occur through implementation of the Specific Plan. The following provisions for the transfer of dwelling units will serve both the public and the planned community, it will:

- Minimize County staff, Commission and Board time spent on minor adjustments and technical matters.
- Set criteria/findings that demonstrate consistency with Specific Plan goals and objectives.
- Assures that levels of development throughout the life of the Specific Plan are consistent with the adequacy of available or proposed infrastructure and public services.

Planning area boundaries may be modified with the approval of the County of Riverside Planning Department. The numbers of units within each planning area may be increased to a maximum of 10 percent, provided that the number of units for the entire Specific Plan area is not

increased. The density transfer is further contingent upon the existence of excess units from a previously approved tentative map for a planning area not containing the maximum number of units delineated by the Land Use Plan.

Transfer of dwelling units between planning areas that do not exceed the total units approved (2,400⁵) but result in changes to the maximum density of a planning area shall be subject to approval of the Planning Director. The transfer shall be approved based on the following findings:

- a. That the total dwelling units and development area as approved in the Specific Plan is not exceeded;
- b. That demands on parks, schools and community facilities are not significantly affected;
- c. That demands on public improvements and infrastructure are not exceeded;
- d. That grading and landform alteration does not significantly differ from that approved by the Specific Plan; and
- e. That the overall design and visual quality of the planned community is not significantly affected.

4. Specific Plan Amendments

Amendments to the Specific Plan shall be processed in accordance with the provisions of Title 7, Division 1, Chapter 3, Article 9 of the California Government Code.

The following changes to the Specific Plan may be made without amending the plan:

- The transfer of dwelling units from one planning area to another, provided the proper project accounting is included in the plan as outlined in this section.
- The addition of new information to the Specific Plan maps or text that does not change the effect of any regulation.
- Changes to the community infrastructure such as drainage systems, roads, water and sewer systems, etc., which do not have the effect of increasing capacity beyond the maximum amount of dwelling units allowed in the Specific Plan.

The following changes to the Specific Plan will require a Specific Plan Amendment:

- Changes to the text or maps of the Specific Plan other than the addition of new information which does not change the effect of any regulation.

⁵ The total number of residential dwelling units will increase to 2,645 if a portion of Planning Area 23 is developed with senior citizen housing, as described in Section IV.B.23.

- An increase (not transfer) in dwelling unit allocation beyond that exceeds the maximum amount of dwelling units allowed in the Specific Plan.
- Major changes in infrastructure such as drainage systems, roads, water and sewer systems, etc., which have the effect of increasing capacity beyond the maximum amount of dwelling units allowed in the Specific Plan.

Changes to the Specific Plan map or text described above which do not require a Specific Plan Amendment may be made in an administrative manner without ordinance amendment.

The following development parameters shall be considered as part of any amendment to the Specific Plan Land Use Development Plan:

- Basic Infrastructure System Design: Capacity and location of major roads and water, sewerage and drainage facilities; and
- Surrounding Land Uses: Existing uses within and adjacent to study area.

5. Project Monitoring Program

The purpose of this monitoring program is to set forth a system whereby periodic adjustments in density and dwelling unit types within the project planning areas may be accomplished. Market changes may dictate revisions such as these which result in minor modifications to the overall plan and without exceeding the overall dwelling unit yield of the plan.

The monitoring program effectively establishes an accounting system to ensure that all changes, upon approval, are properly recorded at the scale of the total project and each planning area reflected in this Specific Plan Land Use Development Plan.

In order to accommodate possible changes and to ensure conformance with adopted County Ordinance, the following provisions shall guide and govern incremental allocation and provision of residential dwelling units within the Specific Plan study area.

- The overall assigned dwelling unit yield of 2,400⁶ residential dwelling units shall not be exceeded.
- A site-specific planning package shall be submitted to the County for review and approval prior to development occurring in any planning area. The package shall consist of Plot Plans pursuant to Section 18.30, Ordinance 348 and/or Tract or Parcel Maps as required by Ordinance 460, County of Riverside. Such plans shall be subject to the conditions of approval set forth by the County of Riverside.

⁶ The total number of residential dwelling units will increase to 2,645 if a portion of Planning Area 23 is developed with senior citizen housing, as described in Section IV.B.23.

- Density variations or changes in numbers of dwelling units that constitute significant deviations from the Phasing Plan in this Specific Plan shall be approved by the County Planning Department, or, upon their referral, by Planning Commission action.
- Any approved unit total refinement or deviation shall be accompanied by a revised statistical table in all text and map locations where unit counts are reflected. Said table shall show new dwelling unit totals for each planning area in which a change is made. All drafts of such tables and the final approved version shall be identified by a revision date located under the title block.

6. Development Agreement

Pursuant to state law⁷, a development agreement may be drafted that will specify the permitted land uses, land use intensities, development standards, the timeframe for withdrawal from agricultural preserve and the development phasing of the project. Upon approval of the Specific Plan, the development agreement can be prepared based on the approved Specific Plan which has been prepared consistent with the Jurupa Community Plan and the Riverside County Comprehensive General Plan. Pursuant to Section 65867.5 of Article 2.5, the development agreement must be consistent with the County General Plan as well as any applicable Specific Plan.

The law⁸ states that the agreement shall consist of the items listed above, and may include conditions, terms, restrictions and requirements for subsequent discretionary actions. These conditions, terms, restrictions and requirements shall not prevent development of the land for the uses, and/or alter the intensity of development set forth in the agreement. The agreement may provide that construction shall begin within a specified time and that the project or any phase thereof be completed within a specified timeframe. In addition to development timing and standards, the development agreement will establish a timeframe for parcels within the Specific Plan that are currently restricted from development by the Williamson Act, to be removed from the preserve status, subsequent to the approval of the Specific Plan. Current County guidelines require that properties subject to the Williamson Act not be removed without concurrent approval of an alternate land use plan, which in this case is the proposed I-15 Corridor Specific Plan. Approval of the Specific Plan change of zone will initiate the one-year payment period for the cancellation penalty fee. Since some of the parcels are not anticipated for development for a number of years, it would be premature to pay penalty fees at this time. The development agreement could establish a mechanism for these parcels to remain in agricultural preserve until such time as the parcels are ready for development, or the notices of non-renewal expire.

The project proponent has one year (from approval date of the petition to cancel the agricultural preserve contract), to pay the required cancellation penalty fees. The Specific Plan, though, has a projected buildout period beyond one year, and much of the land which is currently subject to Williamson Act restriction may not be developed for a number of years; therefore, the development agreement could also establish an agricultural land withdrawal and penalty fee

⁷ Article 2.5, Chapter 4, Zoning Regulations of the State Planning, Zoning and Development Laws, 1989.

⁸ Article 2.5, Chapter 4, Zoning Regulations of the State Planning, Zoning and Development Laws, 1989, Section 65865.2.

payment schedule pursuant to Section 65865.2. This would reflect the anticipated development phases.

7. **Property Owner Notification**

Covenants, Conditions and Restrictions (CCRs) for the project will include notification, prior to sale, to all Specific Plan property owners adjacent to existing and future residential areas that are zoned for the allowance of equestrian lots. The notification shall state that the adjacent property is zoned as such and permits the keeping of horses and other animals.

8. **Agricultural Preserve Withdrawal**

Two parcels within the Specific Plan are under Williamson Act agricultural preserve status. Notices of non-renewal have been filed and are due to expire January 1, 1996. Proposed development on these sites prior to the expiration date will require that petitions to cancel the agricultural preserve contact be filed, and that the corresponding penalty fees be paid. As indicated in No. 1 above, a zone change will also be required prior to development.

COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY

Tony Carstans · Agency Director

Planning Department

Ron Goldman · Planning Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 9th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Camito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code

FILED
RIVERSIDE COUNTY

AA1241 - Specific Plan No. 266 Amendment No. 2 / Change of Zone No. 7480

MAR 13 2008

Project Title/Case Number

Andrew Gonzalez
County Contact Person

951-955-2137
Phone Number

LARRY W. WARD, CLERK

By: *[Signature]*
M. Meyer
Deputy

N/A
State-Clearinghouse Number (if submitted to the State Clearinghouse)

ewie Investment Company, LLC
Project Applicant

1156 N. Mountain Avenue, Upland, CA 91786
Address

Southerly of Limonite Avenue, easterly of Hamner Avenue, and westerly of Interstate 15.
Project Location

The Specific Plan proposes to transfer 7.9 acres from Planning Area 1 to Planning Area 23, and change the boundaries between Planning Area 1 and 23. Planning Area 1 will be reduced from 47.9 acres to 40.0 acres, and Planning Area 23 will be increased from 26.8 acres to 34.7 acres. The total number of allowable dwelling units within Planning Area 23 will remain unchanged. The Change of Zone proposes to change a portion of the project site's current zoning classification in Planning Area 1 from General Residential (R-3) to Scenic Highway Commercial (C-P-S), and a portion in Planning Area 23 from Scenic Highway Commercial (C-P-S) to General Residential (R-3).

Project Description

This is to advise that the Riverside County Board of Supervisors, as the lead agency, has approved the above-referenced project on March 11, 2008, and has made the following determinations regarding that project:

- The project WILL NOT have a significant effect on the environment.
- Although the project could have a significant effect on the environment, NO FURTHER ENVIRONMENTAL DOCUMENTATION IS REQUIRED because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible. (\$64.00)
- Mitigation measures WERE made a condition of the approval of the project.
- A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
- A statement of Overriding Considerations WAS NOT adopted for the project.

This is to certify that the Mitigated Negative Declaration, with comments, responses, and record of project approval is available to the general public at Riverside County Planning Department, 4080 Lemon Street, 9th Floor, Riverside, CA 92501.

[Signature]
Deputy Clerk

Deputy Clerk

March 11, 2008

Date

Sandi Schlemmer for NANCY ROMERO, Clerk of the Board

Date Received for Filing and Posting at OPR:

Y:\Planning Case Files-Riverside\office\SP00266A2\SP266A2 CZ7480 NOD.doc Revised 9/14/07

11.27.08 15.3 03.11.08 3.46a&b

Please charge deposit fee cases: ZEA41241 ZCFG4624

FOR COUNTY CLERK'S USE ONLY

COUNTY CLERK
Neg Declaration/Notice Determination
Filed per P.R.C. 21152
POSTED

MAR 13 2008

Removed: *[Signature]*
By: *[Signature]*
County of Riverside, State of California

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 41241

Project Case Type (s) and Number(s): Specific Plan No. 266, Amendment No. 2 & Change of Zone No. 7480

Lead Agency Name: County of Riverside Planning Department

Address: P.O. Box 1409, Riverside, CA 92505-1409

Contact Person: Andrew Gonzalez, Project Planner

Telephone Number: (951) 955-2137

Applicant's Name: Lewis Investment Company, LLC

Applicant's Address: 1156 N. Mountain Avenue Upland, CA 91786

I. PROJECT INFORMATION

Project Description: Specific Plan No. 266 was adopted by the Riverside County Board of Supervisors along with Environmental Impact Report No. 340 (EIR No. 340) on November 2, 1993 (Resolution No. 93-042). Concurrent with its adoption of the I-15 Corridor Specific Plan (SP266) and certification of EIR No. 340, the Board of Supervisors adopted Change of Zone No. 5619, which changed the zoning on the properties within the specific plan to zoning classifications consistent with the specific plan's land use designations. The Board of Supervisors determined that EIR No. 340 was consistent with all the procedures of the California Environmental Quality Act. The Board of Supervisors determined that potential project and cumulative impacts on air quality and agriculture could not be fully mitigated and adopted a Statement of Overriding Findings that project benefits outweigh and render acceptable those unavoidable adverse environmental effects.

On December 23, 2002, the Board of Supervisors approved Specific Plan No. 266, Amendment No. 1 along with Change of Zone No. 6705. The amendment and zone change involved changes of land use within Planning Areas 2 and 22, which are north of the current project location. The change to Planning Areas 2 and 22 involved the rezoning of PA 22 from Commercial-Office to Commercial. The specific plan amendment also permitted an increase in density for Planning Area 23 pursuant to a senior citizen housing alternative.

Specific Plan No. 266, Amendment No. 2 proposes to transfer 7.9 acres from Planning Area 1 to Planning Area 23, and change the boundaries between Planning Areas 1 and 23. Planning Area 1 will be reduced from 47.9 acres to 40.0 and Planning Area 23 will be increased from 26.8 acres to 34.7. The total number of allowable dwelling units within Planning Area 23 will remain unchanged.

Change of Zone No. 7480 proposes to change the portion of the project site's current zoning in Planning Area 1 from General Residential (R-3) to Scenic Highway Commercial (C-P-S) and the portion of the project site in Planning Area 23 that is currently zoned Scenic Highway Commercial (C-P-S) to General Residential (R-3).

A. Type of Project: Site Specific ; Countywide ; Community ; Policy .

B. Total Project Area: 74.7 Gross Acres

Residential Acres: 34.7

Lots: N/A

Units: N/A

Projected No. of Residents: N/A

Commercial Acres: 40.0

Lots: N/A

Sq. Ft. of Bldg. Area: N/A

Est. No. of Employees: N/A

Industrial Acres: N/A

Lots: N/A

Sq. Ft. of Bldg. Area: N/A

Est. No. of Employees: N/A

Other: N/A

C. Assessor's Parcel No(s):

152-010-016	152-011-087	152-011-067	152-011-082	152-012-012	152-011-034	152-011-049	152-011-004	152-011-019
152-010-017	152-011-088	152-011-068	152-011-083	152-012-013	152-011-035	152-011-050	152-011-005	152-011-020
152-010-018	152-011-089	152-011-069	152-011-084	152-012-014	152-011-036	152-011-051	152-011-006	152-011-021
152-010-027	152-011-090	152-011-070	152-011-085	152-012-015	152-011-037	152-011-052	152-011-007	152-011-022
152-010-028	152-011-091	152-011-071	152-012-001	152-012-016	152-011-038	152-011-053	152-011-008	152-011-023
152-010-029	152-011-092	152-011-072	152-012-002	152-012-017	152-011-039	152-011-054	152-011-009	152-011-024
152-010-036	152-011-093	152-011-073	152-012-003	152-012-018	152-011-040	152-011-055	152-011-010	152-011-025
152-010-037	152-011-094	152-011-074	152-012-004	152-012-019	152-011-041	152-011-056	152-011-011	152-011-026
152-010-038	152-011-095	152-011-075	152-012-005	152-012-020	152-011-042	152-011-057	152-011-012	152-011-027
152-010-044	152-011-096	152-011-076	152-012-006	152-012-021	152-011-043	152-011-058	152-011-013	152-011-028
152-011-031	152-011-062	152-011-077	152-012-007	152-012-022	152-011-044	152-011-059	152-011-014	152-011-029
152-011-061	152-011-063	152-011-078	152-012-008	152-012-023	152-011-045	152-011-060	152-011-015	152-011-030
152-011-086	152-011-064	152-011-079	152-012-009	152-012-024	152-011-046	152-011-001	152-011-016	152-010-044
152-011-097	152-011-065	152-011-080	152-012-010	152-011-032	152-011-047	152-011-002	152-011-017	
152-012-025	152-011-066	152-011-081	152-012-011	152-011-033	152-011-048	152-011-003	152-011-018	

D. Street References: The project site is located in the Eastvale community of the Eastvale Area Plan; more specifically, southerly of Limonite Avenue, easterly of Hamner Avenue, and westerly of Interstate 15.

E. Section, Township & Range Description or reference/attach a Legal Description: Section 18, Township 2 South, Range 6 West, San Bernardino Base and Meridian (Parcels 2, 3, and 4 of Parcel Map No. 31010).

F. Brief description of the existing environmental setting of the project site and its surroundings: The subject site consists of approximately 74.7 acres that is relatively flat with an average elevation of approximately 660 feet above sea level. Currently there is a large single family home (occupied) on the site along with an abandoned dairy farm with associated structures. The dairy operation has completely altered the nature landscape of the project area.

Surrounding the property is vacant or abandoned dairy operations to the east; commercial development to the north, commercial development and multi-family residential units to the west and single family homes to the south.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. Land Use: The proposed project meets the Eastvale Area Plan requirements of the General Plan. The proposed project meets the requirements of the High Density Residential (HDR) (8 -14 Dwelling Units per Acre) and Commercial Retail (CR) (0.20 – 0.35 Floor Area Ratio) land uses and all other applicable land use policies.

2. Circulation: The proposed project is within a community area where high density residential is adjacent to commercial uses that will provide residents with greater

3. **Land Use Designation(s):** Commercial Retail (CR) to the north and east, Medium Density Residential (MDR) to the south, and Commercial Retail (CR) and Medium Density Residential to the west.

4. **Overlay(s) and Policy Area(s):** N/A

H. **Adopted Specific Plan Information:** I-15 Corridor Specific Plan - Specific Plan No. 266

I. **Existing Zoning:** Scenic Highway Commercial (C-P-S) and General Residential (R-3)

J. **Proposed Zoning, if any:** Scenic Highway Commercial (C-P-S) and General Residential (R-3)

K. **Adjacent and Surrounding Zoning:** Scenic Highway Commercial (C-P-S) to the north and east, One-Family Dwellings (R-1) and General Commercial (C-1/C-P) to the west, and One-Family Dwellings (R-1) to the south.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Recreation
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities/Service Systems
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Other
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Mandatory Findings of Significance

IV. DETERMINATION

On the basis of this initial evaluation:

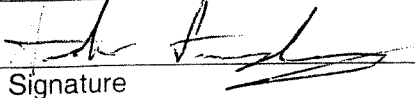
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/> I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
<input checked="" type="checkbox"/> I find that although the proposed project could have a significant effect on the environment NOTHING FURTHER IS REQUIRED because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.
<input type="checkbox"/> I find that although all potentially significant effects have been adequately analyzed in an earlier

EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

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

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


Signature

9-27-07
Date

Andrew Gonzalez, Project Planner
Printed Name

For Ron Goldman, Planning Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP Fig. C-6 "Riverside County Scenic Highways", Eastvale Area Plan Figure 6, EIR No. 340

Findings of Fact:

a) Specific Plan Amendment No. 2 is a change of boundaries between two planning areas and does not include a development proposal (hereinafter referred to as "SP266A2"). The I-15 Corridor Specific Plan (SP 266) site is not located within or along a scenic highway corridor. Therefore, no impact will occur following the implementation SP266A2.

b) No specific scenic resources such as rock outcroppings or unique features exist on the site; however, the proposed project will change the appearance of the site from the adjacent public roadways with the relocation of the residential development behind the commercial development along Limonite Avenue. Project site development will include buffers, screens, setbacks, landscaping, and other design measures to minimize the change in aesthetics caused through implementation of the Specific Plan. Implementation of SP266A2 will not increase environmental effects related to aesthetic resources above those previously addressed in EIR No. 340, and no new impacts and therefore no additional mitigation will be necessary.

Mitigation: None required.

Monitoring: None required.

2. Mt. Palomar Observatory

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

Source: Ord. No. 655, Project Proposal, RCIP, and EIR No. 340

Findings of Fact: The I-15 Corridor Specific Plan (SP 266) site is not located within the 45-mile radius from the Mt. Palomar Observatory as defined by Ordinance No. 655. Therefore, the project is not subject to the special lighting policies related to the protection of the Mt. Palomar Observatory. Implementation of SP266A2 will not result in new additional impacts related to aesthetic resources above those already addressed in EIR No. 340. No new impacts will arise with the implementation of SP266A2 and no additional mitigation would be necessary.

Mitigation: None required.

Monitoring: None required.

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

b) Expose residential property to unacceptable light levels?

Source: Project Proposal, RCIP, and EIR No. 340

Findings of Fact:

a) The proposed project does not propose any development that would create a new source of light or glare. Future projects within this area will be subject to the lighting guidelines as addressed within SP 266 which requires all outdoor lighting to be shielded and situated so as to not cause glare or excessive light spillage on neighboring sites. Thus, through future project design and compliance with the specific plan design guidelines, future projects will have a less than significant impact upon day or nighttime views in the area. No new impacts will arise with the implementation of SP266A2 and no mitigation would be necessary.

b) Any project built as a result of SP266A2 will be subject to the lighting guidelines as addressed within SP266. Due to the incorporation of appropriate design features to reduce light spillage, it is expected that residential property will not be exposed to unacceptable light levels. Since no development is associated with SP266A2 there will be no impacts.

Mitigation: None required.

Monitoring: None required.

AGRICULTURE RESOURCES Would the project

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing agricultural use, or a Williamson Act (agricultural preserve) contract (Riv. Co. Agricultural Land Conservation Contract Maps)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP Fig. OS-2 "Agricultural Resources", EIR No. 340, Ord. No. 625, FMMP

Findings of Fact:

a) The SP266A2 site is designated Prime Farmland by the Farmland Mapping and Monitoring Program. As stated in EIR No. 340, implementation of the I-15 Corridor Specific Plan would result in the conversion of agricultural lands to non-agricultural uses and no mitigation measures are available to alleviate these impacts. The Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for impacts related to agriculture resources on November 2, 1993. SP266A2 will not result in any new impacts above those addressed within EIR No. 340.

b) Lands within SP266A2 are not under Williamson Act Contract.

c) SP266A2 project area is located diagonally from the last remaining piece of property with agricultural zoning within a half mile. Potential conflicts between the Specific Plan development and agricultural uses are expected to be minimal following the creation of buffers, buffer zones, and landscaping and screening requirements established by SP 266. SP266A2 will not result in any new impacts above those addressed in EIR No. 340.

d) With the adoption of the Riverside County's General Plan in 2003, all agricultural land use designations were removed from this area of the county. As such, development proposals throughout the area have contributed to the conversion of farmland to non-agricultural use. Development is underway in and around the Specific Plan area and the loss of agriculture in the region will continue. At the time of the adoption of SP266 some farming activities remained in the area, which could limit the conversion of agricultural land to non-agricultural land uses; however, a significant amount of growth has occurred regardless of the continuing agricultural activities. Impacts to lands located within the Specific Plan vicinity were considered significant and unavoidable in EIR No. 340 and the Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for impacts related to agricultural resources on November 2, 1993. Adoption of SP266A2 will not result in any new impacts above those addressed within EIR No. 340.

Mitigation: None required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None required.

AIR QUALITY Would the project

5. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340 and SPA-1

Findings of Fact:

a) The South Coast Air Quality Management District (SCAQMD) establishes the Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) to achieve national and state air quality standards. To achieve compliance with these standards, the AQMP establishes control measures and emission reductions based upon future development scenarios derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, a project's conformance with the AQMP is determined by demonstrating that it is consistent with the local land use plans and/or population projections that were used in the AQMP. EIR No. 340 evaluated the project specific and cumulative air quality impacts of specific plan development and determined that the specific plan will have significant impacts upon regional air quality. Therefore, it can be concluded that the regional impact of the project was not in conformance with the AQMP. Air quality impacts associated with the Specific Plan are considered significant and unavoidable by EIR No. 340 and the Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for impacts related to air quality on November 2, 1993. Since SP266A2 is a change of boundaries between two planning areas and does not include a development proposal. Because the proposed boundary change will reduce the total acreage that can be developed with commercial uses but will not result in an increase in the maximum number of allowable residential dwelling units it will not result in any impacts above those addressed within EIR No. 340. Future development will comply with the mitigation measures identified in the EIR.

b) The project area is located in Source Receptor Area #23 (SRA 23) within the SCAQMD. According to the EIR No. 340 discussion of ambient air quality data from the SCAQMD, the receptor area was in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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violation of suspended particulates (PM-10) and ozone thresholds at the time the EIR was adopted. The EIR recognized that in 1988 SRA 23 exceeded the Federal standard for ozone levels on 123 days and the State standard on 178 days. For suspended particulates, of the 61 samples taken in the area, 11.5% exceeded the federal minimum standard and 83.6% exceeded the state minimum standard. The EIR identifies several different mitigation measures to reduce impacts to air quality resulting from implementation of the Specific Plan. However, the Board of Supervisors adopted a Statement of Overriding Considerations because project impacts to air quality remain significant under CEQA. Specific Plan No. 266, Amendment No. 2 is a change of boundaries between two planning areas and does not include a development proposal. Because the proposed boundary change will reduce the total acreage that can be developed with commercial uses but will not result in an increase in the maximum number of allowable residential dwelling units it will not result in any impacts above those addressed within EIR No. 340. However, future development will comply with the mitigation measures identified in the EIR.

Adoption of SP266A2 will not result in new an increase in air quality impacts above those addressed within EIR No. 340 because the proposed boundary change will reduce the total acreage that can be developed with commercial uses but will not result in an increase in the maximum number of allowable residential dwelling units. As cited in the project-specific Air Quality Impact Analysis Report prepared for SRA-1, SCAQMD Air Quality data for SRA 23 for 2001 shows an improved level of air quality for the South Coast Air Basin. SRA 23 exceeded the federal one-hour standard on only 7 days, the federal 8-hour standard on 34 days and the state one-hour standard on 41 days. Regarding suspended particulates (PM-10), SRA 23 exceeded the state 24-hour standard on 78 days but did not exceed the federal 24-hour standard for suspended particulates. The project-specific Air Quality Impact Analysis Report analyzed the project-related air quality impacts associated with the development of Plot Plan No. 18045 and related applications and determined that all impacts fall below the SCAQMD significance thresholds. Therefore, SP266A2 or future development within the project area will not aggravate nor improve levels of air quality above those previously addressed within the EIR for the I-15 Corridor Specific Plan and no additional mitigation is necessary.

c) According to EIR No. 340, implementation of the Specific Plan will result in significant short-term and significant long-term impacts to air quality that will have a cumulative impact on the air quality of the South Coast Air Basin. The Board of Supervisors adopted a Statement of Overriding Considerations because project impacts to air quality remain significant under CEQA. SP266A2 does not propose to increase any of the existing land use intensities therefore, SP266A2 will not aggravate nor improve levels of air quality above those previously addressed within the EIR for the I-15 Corridor Specific Plan and no additional mitigation is necessary.

d) Specific Plan 266 does not include the construction of any significant point source emitters. SP266A2 is only proposing to change planning area boundaries and does not include the construction of any significant point source emitters. All potential land uses will remain the same as approved in Specific Plan No. 266 and evaluated in EIR No. 340. No mitigation is necessary.

e) After incorporating SP266A2 into the land use plan for SP266, the project will maintain the same potential for the construction of up to 2,645 dwelling units within SP266; all of which are considered to be sensitive receptors. However, there are no known substantial point source emitters within one mile of the project site, therefore, no mitigation is necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Odors during the future construction phase of the project will be temporary in nature but potentially significant pursuant to CEQA. Mitigation measures have been identified to reduce construction odors. SP266A2 will not result in odors above those addressed in the EIR and no additional mitigation will be necessary.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

BIOLOGICAL RESOURCES Would the project

6. Wildlife & Vegetation

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

b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

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

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Source: RCIP, MSHCP, GIS, and Biological Assessment written by AMEC, dated June 8, 2006

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) On page V-42 of EIR No. 340 it is determined that the Specific Plan project site does not contain habitats or other natural features that would contribute to the use of the site as a wildlife corridor. The site is within an established agricultural community and the majority of natural communities have been disturbed regularly by human activity. SP266A2 is a change of boundaries between two planning areas and does not include a development proposal and will not result in new impacts to biological resources above those previously addressed in the EIR and no further mitigation is necessary.

e & f) The SP266A2 project site does not contain any blue-line streams, and onsite irrigation ditches and settling ponds lack riparian vegetation. No wetlands or riparian habitat was identified in the project site therefore; there will be no impacts upon riparian habitat or other sensitive natural community. SP266A2 will not result in impacts to biological resources above those addressed in the EIR and no further mitigation is necessary.

g) The project site is not in an area subject to comply with any local policies or ordinances protecting biological resources. No mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

CULTURAL RESOURCES Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Historical/Archeological Resource Survey Report written by CRM Tech dated March 14, 2006 and RCIP Fig. OS-7 "Historical Resources"

Findings of Fact:

a & b) A Historical/Archaeological Resources Survey was conducted by CRM Tech, in which a records search and field survey were completed to evaluate the potential for historical resources to exist on site. According to the records search and site survey, no historic structures or artifacts were observed within the project area. Since SP266A2 does not include a development proposal it will not result in any new impacts to historical resources above those addressed in the EIR and no mitigation is required.

Mitigation: None required.

Monitoring: None required.

8. Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Alter or destroy an archaeological site.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Historical/Archeological Resource Survey Report written by CRM Tech dated March 14, 2006 and RCIP Fig. OS-6 "Archaeological Sensitivity"

Findings of Fact:

a & b) An onsite evaluation for archaeological resources was completed as part of the preparation of EIR No. 340. EIR No. 340 identified no archaeological sites within the SP266A2 boundary. Additionally, a Historical/Archaeological Resources Survey was conducted by CRM Tech in which a records search, field survey, and archaeological evaluation were completed to evaluate the potential for archeological resources to exist on site. The archaeological, on-foot field survey of the property concluded that no significant archaeological sites are present on the project site. In the unlikely event that archaeological resources are unearthed during excavation at the proposed project site, the below-listed mitigation measures would reduce the potential impact to below the level of significance. Since SP266A2 is a change of boundaries between two planning areas and does not include a development proposal there will be not impacts associated with the project (SP266A2). However, future development will comply with the mitigation measures identified in EIR No. 340 which address the accidental discovery of unknown cultural resources uncovered during project grading. SP266A2 will not result in new impacts above those addressed in EIR No. 340.

c) The project site is not expected to contain human remains, including those interred outside of formal cemeteries. Due to the lack of any indication of a formal cemetery or informal family burial plots on-site, the project will have no impact on known human remains. Standard County conditions of approval require work to stop when human remains are accidentally uncovered, followed by consultation by a qualified archaeologist. Since SP266A2 is a change of boundaries between two planning areas and does not include a development proposal there will be no impacts associated with the project (SP266A2) above those addressed in EIR No. 340.

d) There are no known or documented existing religious or sacred uses within the project site; therefore, no impacts are anticipated.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

9. Paleontological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?				

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Paleontological Resource Assessment Report written by CRM Tech, dated March 15, 2006 and RCIP Fig. OS-8 "Paleontological Sensitivity,"

Findings of Fact: Based on the current findings in the report prepared by CRM Tech, the proposed project potential to impact paleontological resources appears to range from low to high, depending on the depth of excavation and material impacted. However, the intensive-level field survey produced completely negative results for potential paleontological resources. The portions of the project most likely to uncover paleontological resources are those areas where ground disturbance exposes older alluvial sediments. Should the excavations reach older Pleistocene-age alluvial sediments that are conducive to the preservation of fossil resources, full-time monitoring would become necessary, along with a program to mitigate impacts as outlined as a mitigation measure in EIR No. 340. Since SP266A2 does not include a development proposal there will be no impacts. However, future development will comply with the mitigation measures identified in the EIR.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

GEOLOGY AND SOILS Would the project

10. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: RCIP Fig. S-2 "Earthquake Fault Study Zones, RICP Eastvale Area Plan, Fig. 10 "Seismic Hazards", and EIR No. 340

Findings of Fact:

a) & b) SP266A2 only proposes to change the boundary between two planning areas. Information provided on page V-13 in EIR No. 340 identifies that the project area is not located within either an Alquist-Priolo Earthquake Fault Zone or a County Fault Hazard Zone. Due to the absence of faults and relative fault topography, the risk of surface rupture of an earthquake fault is not expected to impact development of the Specific Plan. Therefore, the planning area boundary change will not relocate any land use within an area of a known fault and will not result in impacts above those addressed in the EIR. No additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None required for the proposed SPA-2. See EIR No. 340 for applicable monitoring requirements for future site development.

11. Liquefaction Potential Zone

a) Be subject to seismic-related ground failure, including liquefaction?

Source: RCIP Figure S-3 "Generalized Liquefaction", EIR No. 340, and SPA-1

Findings of Fact: According to EIR No. 340, the Riverside County General Plan identifies that the project is located in an area of low potential for liquefaction. A project-specific geotechnical study for the Specific Plan found the liquefaction potential of the project site to be minimal. The proposed project is a change in two planning area boundaries. The change in boundaries will not result in new impacts above those addressed in the EIR and no additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

12. Ground-shaking Zone

Be subject to strong seismic ground shaking?

Source: RCIP Fig. S-18 "Inventory of Facilities Storing Hazardous Materials", and EIR No. 340

Findings of Fact: According to page V-13 of EIR No. 340, the Specific Plan is designated as being in the IIB Ground shaking Zone by the Riverside County Integrated Project (RCIP), which identifies that the Specific Plan uses within the project area are rated as "Generally Suitable". Mitigation was identified to reduce the hazard of seismicity to development of the Specific Plan. The proposed project is a change between two planning area boundaries involving commercial and residential uses; future development of which will be subject to compliance with EIR mitigation where applicable. Future development within the area of SP266A2 will not be exposed to ground shaking hazards above those addressed in the EIR and no additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

13. Landslide Risk

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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spreading, collapse, or rockfall hazards?

Source: RCIP Fig. S-4 "Earthquake-Induced Slope Instability Map, RCIP Fig. S-5 "Regions Underlain by Steep Slopes", and EIR No. 340

Findings of Fact: The Specific Plan site is characterized by flat terrain with elevations ranging between 661 and 672 feet above mean sea level. The existing topography tends to slope from the north to the south, alleviating risk of landslide hazards within the project site boundary. EIR No. 340 determined the project site has no landslide risk and SP266A2 will not increase the risk of landslides.

Mitigation: None required.

Monitoring: None required.

14. Ground Subsidence

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?

Source: RCIP Fig. S-7 "Documented Subsidence Areas", RCIP Fig S-6 "Engineering Geologic Materials Map", and EIR No. 340

Findings of Fact: EIR No. 340 which was prepared for the I-15 Corridor Specific Plan does not identify any geologic units or soils within the project site boundary that are unstable and would result in subsidence because of this project. The proposed project is a change of boundaries between two planning areas and does not include a development proposal. Therefore, SP266A2 will not be subject to potential ground subsidence.

Mitigation: None required.

Monitoring: None required.

15. Other Geologic Hazards

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

Source: RCIP Safety Element and EIR No. 340

Findings of Fact: There are no volcanoes in the proposed project site vicinity. The topography of the site does not include steep slopes which could generate a mudflow. EIR No. 340 does not identify seiche hazards within the Specific Plan area. Therefore, SP266A2 will not be subject other geologic hazards such as seiche, mudflow, or volcanic hazard.

Mitigation: None required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None required.

16. Slopes

a) Change topography or ground surface relief features?

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

c) Result in grading that affects or negates subsurface sewage disposal systems?

Source: USGS, RCIP Fig. S-4 "Earthquake-Induced Slope Instability Map" and EIR No. 340

Findings of Fact:

a) The project site is characterized by flat terrain with elevations ranging between 652 and 672 feet above mean sea level. The existing topography tends to slope from the northwest to the southeast at a nominal rate, and therefore any change in topography by implementation of the Specific Plan will be nominal. The proposed project, SP266A2, does not include a development proposal and will not result in new impacts or alteration of existing topography and no additional mitigation is required.

b) The proposed project, SP266A2, does not involve any development; therefore, it will not involve the formation of cut or fill slopes greater than 2:1 or higher than 10 feet. According to page V-19 of EIR No. 340, the earthwork for the project will be balanced, meaning no material will be exported nor imported for construction. Since SP266A2 is a changing the boundaries between two planning areas and does not include a development proposal it will not alter the grading plan included within the EIR it will have no impact and no mitigation is required.

c) The I-15 Corridor Specific Plan will be served by a public sewer system and will not impact subsurface sewage disposal on the project site. The affect of grading has been addressed in EIR No. 340. SP266A2 does not include a development proposal and will have no impact, but future development will follow the same overall grading plan of the original Specific Plan. Therefore, SP266A2 will not result in any new impacts to subsurface sewage disposal beyond those discussed in EIR No. 340, and no new mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

17. Soils

a) Result in substantial soil erosion or the loss of topsoil?

b) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: EIR No. 340, National Resource Conservation Service (NRCS), Farmland Mapping & Monitoring Program (FMMP), and United States Department of Agriculture (USDA)

Findings of Fact:

a) According to the EIR for the I-15 Corridor Specific Plan, the project site consists of Hilmar loamy very fine sand, 2 -8% slopes (HIC) and Hilmar loamy sand, 0-2% slopes, eroded (HhA2). Additionally, there is Delhi loamy fine sand, 0 to 2 percent slopes, (DbA) located along the project's frontage on Hamner Avenue. Future grading and development on site will expose subsurface soils while also eliminating existing vegetation. This will temporarily increase the potential for wind erosion. The project area is located in an area commonly influenced by high winds and mitigation has been identified to reduce wind erosion within the Specific Plan area. Since SP266A2 does not include a development proposal it will not be impacted by soil types or the associated erosion or loss of topsoil. Future development plans for commercial uses and residential uses on the subject property will not be impacted by soil types other than those addressed in the EIR and no new mitigation is required.

b) The EIR for the I-15 Corridor Specific Plan does not identify any expansive soils within the project site. SP266A2 is only proposing to change of boundaries between two planning therefore, it will not be subject to the concerns of expansive soils and no new mitigation is required. Future development plans for commercial and residential uses on the subject property are not expected to be adversely affected by expansive soils and therefore potential soil related impacts will be the same as set forth in EIR No. 340.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

18. Erosion

a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?

b) Result in any increase in water erosion either on or off site?

Source: EIR No. 340

Findings of Fact:

a) Page V-19 of EIR No. 340 identifies the potential for increased erosion from the construction phase of project implementation. Standard construction procedures with Best Management Practices (BMP's) through the required NPDES construction permit will be followed to minimize erosion. There are no streams or lakes within the SP266A2 area and following construction, surface runoff will be detained into drainage facilities. SP266A2 is a change of boundaries between two planning areas and does not include a development proposal. Therefore, it will have no impact and will not result in new siltation and erosion and no mitigation is required. Future development plans for commercial and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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residential uses are not expected to result in siltation and erosion beyond those addressed in EIR No. 340 and no new mitigation is required.

b) SP266A2 is a change of boundaries between two planning areas and does not include a development proposal. Therefore, it will have no impact and will not result in an increase in water erosion. With future development with the project area, surface runoff will increase from an increase in impervious surfaces. However, the proposed construction activities are subject to the State General NPDES Permit for construction-period storm water discharges. By following the standards pursuant to the General NPDES Permit for construction activities, future projects are expected to have less than significant impacts to water erosion either on or off-site. Since SP266A2 is only changing the boundaries between two planning areas it will not result in new water erosion and no additional mitigation is required. Future development plans for commercial and residential uses are not expected to result in water erosion beyond that level addressed in EIR No. 340 and no new mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

19. Wind Erosion and Blowsand from project either on or off site.

a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

Source: EIR No. 340 and RCIP Fig. S-8 "Wind Erosion Susceptibility Map"

Findings of Fact: According to EIR No. 340, the soil associations found within the Specific Plan area have moderate to severe wind erosion potential, dependant upon wind conditions. Wind erosion can cause significant damage to the project therefore; mitigation is required to reduce the hazard to the highest degree possible. However, SP266A2 is a change of boundaries between two planning areas and does not include a development proposal; therefore the project area it will not be subject to wind erosion hazard as addressed in the EIR. Future development within the SP266A2 area will be required to implement mitigation as identified in the EIR to reduce wind erosion hazard. No additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

HAZARDS AND HAZARDOUS MATERIALS Would the project

20. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
environment through the routine transport, use, or disposal of hazardous materials?				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

a) SP266A2 is a change of boundaries between two planning areas and does not include a development proposal. It is possible that future occupants of the future commercial development may store, handle, or generate hazardous materials onsite. Federal, state, and local laws and regulations strictly control the transport, storage, and use of hazardous materials. Mitigation measures identified within the EIR will protect the residential users against potentially hazardous situations created by commercial development. Future development within the SP266A2 area will be subject to comply with these mitigation measures and no additional impact will result beyond that addressed in the EIR. No additional mitigation is required.

b) See response to item 20 (a).

c) SP266A2 does not include a development proposal, however, future development proposals will be subject to review so that they will not result in new impacts to any emergency services above those addressed in the EIR and no new mitigation is required.

d) The SP266A2 project site is not located within one-quarter mile of an existing or proposed school site. However, two school sites have been designated in that portion of the I-15 Corridor Specific Plan that is located east of Interstate 15. Mitigation measures identified within the EIR will protect the school site from potentially hazardous situations created by future commercial users. Projects in the SP266A2 area will be subject to comply with these mitigation measures and no additional impact will result beyond that addressed in the EIR. No additional mitigation is required.

e) The project site is not included on any environmental regulatory lists. The Specific Plan site may have been exposed to pesticides and composted sludge resulting from agricultural operations. Mitigation was identified to protect developments within the Specific Plan from exposure to these materials. Future development within the SP266A2 area will be subject to comply with these

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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mitigation measures and will not result in new exposure to hazardous materials above those addressed in the EIR. This project has no impacts that would require additional mitigation.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
21. Airports	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340 and RCIP Figure S-19 "Airport Locations"

Findings of Fact:

a) The I-15 Corridor Specific Plan site is located approximately 6 miles southeast of the Ontario International Airport and approximately 3.75 miles east of the Chino Airport. Page V-85 of EIR No. 340 indicates that the Specific Plan will not interfere with the normal operations of the airports. SP266A2 is a change of boundaries between two planning areas and does not include a development proposal; and due to its distance from the nearest airports will not result in any new conflicts with the Master Plan for the airport, therefore, there is no impact.

b) Due to its distance from the Ontario International Airport and the Chino Airport, the proposed project will not require review by the Airport Land Use Commission.

c) The I-15 Corridor Specific Plan is not within an airport land use plan, nor within two miles of an airport; therefore, implementation of the proposed SP266A2 will not result in a safety hazard for people living or working near the airport.

d) The project is not located near a private airstrip or heliport.

Mitigation: None required.

Monitoring: None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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22. Hazardous Fire Area

a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Source: EIR No. 340, RCIP Fig. S-11 "Wildfire Susceptibility", and Riverside GIS

Findings of Fact: The Specific Plan is not located in an area of high fire concern. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. EIR No. 340 includes mitigation measures to reduce potential impacts due to fire hazards to less than significant levels. Future commercial and residential development proposes on the subject site will be required to comply with these mitigation measures and will not result in exposure to fire hazards beyond those addressed in the EIR.

Mitigation: None required for the proposed SPA-2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SPA-2. See EIR No. 340 for applicable monitoring requirements for future site development.

HYDROLOGY AND WATER QUALITY Would the project

23. Water Quality Impacts

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

b) Violate any water quality standards or waste discharge requirements?

c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

g) Otherwise substantially degrade water quality?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340, RCIP Fig. S-9 "100- and 500- Year Flood Hazard Zone", and FEMA

Findings of Fact:

a) Implementation of the I-15 Corridor Specific Plan will substantially alter the current drainage of the project site by replacing primarily agricultural uses with roadways, walkways, parking, buildings, and residential neighborhoods. Because the majority of the project site is undeveloped land, the impervious surfaces proposed by the project will reduce infiltration of rainfall and increase storm water runoff volumes. The construction of storm drain and other flood control devices are included as part of the proposed Specific Plan. Mitigation measures involving the construction of drainage improvements by the Specific Plan were identified within EIR No. 340. SP266A2 is a change of boundaries between two planning areas and does not include a development proposal; therefore it will not be subject to comply with these mitigation measures and will not result in new alterations of the existing drainage patterns. No additional mitigation will be required.

b & g) Currently portions of the Specific Plan site are operating with intense agricultural use. This type of operation contributes to various types of water quality impacts such as nitrate and salt pollution. Without project development, ongoing agricultural practices may continue to contribute to water quality impacts which might violate water quality standards. Additionally, the construction and grading activities associated with Specific Plan implementation could potentially create short-term downstream impacts related to erosion and sedimentation. Future project construction activities will require a General NPDES Permit for construction activities to minimize effects of construction activities on water quality. Implementation of the General NPDES Permit for construction activities and the potential for long term water quality improvements associated with replacement of agricultural uses, construction-related impacts to water quality standards will be less than significant. EIR No. 340 identified several mitigation measures that future projects will be required to comply with. Since SP266A2 proposes no new development it will not result in new impacts to water quality above those already addressed in the EIR and no additional mitigation is required.

c) The Specific Plan is located within the Jurupa Community Services District (JCSD), which will provide water service to the project. JCSD receives its water supply for the project area from wells within the Chino Groundwater Basin. EIR No. 340 has identified several mitigation measures that will alleviate the significant impacts on the groundwater aquifers resulting from Specific Plan implementation. Since SP266A2 proposes no new development it will not result in new impacts. Future development of the SP266A2 area will be required to comply with all applicable mitigation measures established in the EIR. Therefore, SP266A2 will not result in new impacts to groundwater aquifers above those addressed in the EIR and no additional mitigation is required.

d) Currently, the Specific Plan area is not equipped with a storm water system. Development of the site will involve construction of new storm water runoff facilities. Because the storm drain system is being designed specifically for the Specific Plan, the system will be adequate to handle the anticipated storm water flows. The EIR identified several mitigation measures that addressed storm drain system

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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capacity and surface runoff. SP266A2 will not result in new impacts regarding the storm water system above those addressed in the EIR and no additional mitigation is required.

e & f) According to EIR No. 340, portions of the I-15 Corridor Specific Plan east of Interstate 15 are located within a 100-year floodplain. The SP266A2 site is located on the west side of Interstate 15 and is not located within the 100-year floodplain; therefore, it will not result in new the construction of housing within a 100-year flood zone. No mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

24. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable <input checked="" type="checkbox"/>	U - Generally Unsuitable <input type="checkbox"/>	R - Restricted <input type="checkbox"/>
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340 and RCIP Fig. S-9 "100-Year and 500-Year Flood Hazard Zone", Fig. S-10 "Dam Failure Inundation Zone"

Findings of Fact:

a) There are no blue line streams within the Specific Plan site and the SP266A2 site is not located in a 100-year flood zone. The change in planning area boundaries may require future development to alter the existing surface runoff pattern on site. However, implementation of the proposed Specific Plan will include the construction of underground storm drain and other flood control devices. No onsite or offsite flooding is expected to occur. Implementation of SP266A2 will not alter the proposed storm drain, as established in the EIR. No additional mitigation is required.

b) Specific Plan development would increase the amount of impervious surface area by covering the majority of currently uncovered land, thereby increasing surface water runoff and reducing absorption rates. Implementation of the proposed Specific Plan will include the construction of underground

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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stormdrain and other flood control devices, which will direct excess surface runoff off the project site. Implementation of SP266A2 does not involve development and will not alter the anticipated runoff, as established in the EIR. No impacts are expected and no additional mitigation is required.

c) The I-15 Corridor Specific Plan site, as well as the site included in SP266A2, is not located in a Dam Inundation Area. No impacts are expected and no mitigation is required.

d) Implementation of SP266A2 does not involve the alteration of any surface water bodies. No impacts are expected and no additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

LAND USE/PLANNING Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
25. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340, Eastvale Area Plan, RCIP, and GIS

Findings of Fact:

a) SP266A2 is proposing to change the placement of the boundary between Planning Areas 1 and 23. The change in boundary will increase the size of Planning Area 23 by 7.9 acres while decreasing the commercial area of Planning Area 1 by the same amount. Development of the I-15 Corridor Specific Plan proposes commercial and residential uses in the area being amended with SP266A2. On December 23, 2002, the Board of Supervisors approved Specific Plan No. 226 Amendment No. 1 along with Change of Zone No. 6705. The amendment and zone change involved changes of land use within Planning Area 2 and Planning Area 22, which are north of the current project location, and Planning Area 23. The change to Planning Areas 2 and 22 involved the rezoning of Planning Area 22 from Commercial – Office to Commercial. The change to Planning Area 23 involved the allowance of a senior citizen housing alternative to the description of allowable land uses and dwelling unit densities within that Planning Area. The senior citizen housing alternative would allow a portion of Planning Area 23 to be developed with 245 multi-family dwelling units for senior citizens at a maximum density of 36.0 dwelling units per acre. Planning Area 23 would be able to be developed with a maximum of 322 multi-family dwelling units with a maximum density of 20.0 dwelling units per acre. If the senior citizen housing alternative is not developed, the entire planning area would be developed with a maximum of 322 multi-family dwelling units, as currently permitted within Specific Plan No. 266. The changes proposed in SP266A1 were deemed to be consistent with the uses planned for the subject property through the adoption of the I-15 Corridor Specific Plan and would have the same impact upon surrounding land uses as described in EIR No. 340. Although SP266A2 is

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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changing the boundaries and size of Planning Areas 1 and 23, it does not increase the total number of allowable residential dwelling units allowed in Planning Area 23. Total commercial acreage in Planning Area 1 is decreased. Therefore, SP266A2 will not create new impacts. Future development will be required to comply with the mitigation and monitoring requirements set forth in EIR No. 340. No new mitigation will be required.

b) The I-15 Corridor Specific Plan is not located within the Sphere of Influence of any city. It is near the cities of Norco, Corona, Riverside, and Chino. The Specific Plan will not directly affect land uses within these cities. Potential indirect impacts upon land uses within the area were evaluated in EIR No. 340. SP266A2 will have the same overall impacts upon the surrounding area as the adopted the I-15 Corridor Specific Plan. Future development within the SP266A2 area will be required to comply with the mitigation and monitoring requirements set forth in EIR No. 340. There will be no impacts with this project proposal and no new mitigation will be required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
26. Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: EIR No. 340, Eastvale Area Plan, and RCIP

Findings of Fact:

a & c) The project area's current zoning is General Commercial (R-3) and Scenic Highway-Commercial (C-P-S). This zoning was adopted concurrently with the adoption of the I-15 Corridor Specific Plan. The changes proposed by SP266A2 will change the boundaries between Planning Areas 1 and 23 thereby rearranging the location of the prescribed land uses of Planning Area 1 (PA 1) for commercial development, and Planning Area 23 (PA 23) for a High Density Residential. These are contiguous Planning areas with PA 23 located west of PA 1 on the south side of Limonite Avenue east of Hamner Avenue. Through the proposed changing of the planning area boundaries, the commercial land use will be reduced by approximately 7.9 acres and will be relocated along the entire length of Limonite Avenue from Hamner Avenue to Interstate 15. While the residential area will increase by approximately 7.9 acres, to set aside an area for senior housing, and will be relocated behind the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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commercial area which will be fronting onto Limonite Avenue and east of the area currently designated for residential development beginning at Hamner Avenue. The project also includes a change of zone to bring the current zoning map into conformance with the amended Specific Plan Planning Area boundaries. The proposed senior citizen alternative in Planning Area 23 was considered with SPA-1 and was found to be consistent with the current R-3 zoning and the potential impacts of the change to SP zoning from the previous agricultural zoning was evaluated in EIR No. 340. Therefore, SP266A2 will be consistent with the existing zoning and will have no impacts beyond those addressed in EIR No. 340.

b) Zoning surrounding the project site includes Heavy Agriculture with a 20 acre minimum lot size (A-2-20), Scenic Highway Commercial (C-P-S), General Residential (R-3), One-Family Dwellings (R-1), General Commercial (C-1/C-P). The potential impacts of the I-15 Corridor Specific Plan upon surrounding zoning were evaluated in EIR No. 340. SP266A2 is simply a change of boundaries between two planning areas and the potential impacts upon surrounding zoning should be the same as those that were addressed in EIR No. 340.

d) The SP266A2 project site is within the area designated I-15 Corridor Specific Plan (SP 266) by the Comprehensive General Plan and SP266A2 proposes to change the boundaries between two planning areas. The modifications to the adopted Specific Plan, proposed by SP266A2, are consistent with the overall policies and land uses established in the SP266 and as amended with SP266A1. The consistency of the I-15 Corridor Specific Plan with the policies of the Comprehensive General Plan was evaluated in EIR No. 340. Consistency of SP266A2 with the policies of the Comprehensive General Plan remains the same as that of the amended Specific Plan. No additional mitigation will be required regarding General Plan consistency. In October 2003, the Riverside County Board of Supervisors adopted a new General Plan. The General Plan's Eastvale Area Plan Land Use Plan designates the property located within SP266 with land use designations that mirror the specific plan's land use plan. The property that is subject to SP266A2 is designated High Density Residential (HDR) and Commercial Retail (CR). The proposed amendment retains these designations and therefore remains consistent with the General Plan.

e) The I-15 Corridor Specific Plan is located within an area that is generally agricultural and rural residential which is converting to urban density development. The project's impact upon the local community was evaluated in EIR No. 340. SP266A2 changes the boundaries between two planning areas and the impact of SP266A2 upon the existing community will be the same as that evaluated in EIR No. 340 and SP266A1. No additional mitigation will be required to address this issue.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

MINERAL RESOURCES Would the project

27. Mineral Resources

a) Result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
State?				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP Fig. OS-5 "Mineral Resources Area"

Findings of Fact:

- a) The SP266A2 site does not contain any known mineral resource and is not located within an area that has been classified or designated as a mineral resource area by the State Board of Mining and Geology. There are no known mines on or near the project site. No impacts to mineral resources will result from implementation of the project.
- b) The SP266A2 site is not located within an area of locally-important mineral resource recovery delineated in the Riverside County Integrated Project (RCIP). No impacts to mineral resources will result from implementation of the project.
- c) The SP266A2 site will not be an incompatible land use to a State classified or designated area or existing surface mine. According to the RCIP, there are no mines or mineral resource areas located near the SP266A2 site. No impacts to mineral resources will result from implementation of the project.
- d) The SP266A2 site is not located in an area of proposed, existing or abandoned quarries or mines; therefore, project development would not expose people or property in the project area to these hazards. No impacts regarding mineral resource hazards will result from implementation of the project.

Mitigation: None required.

Monitoring: None required.

NOISE Would the project result in

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

- NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable
- C - Generally Unacceptable D - Land Use Discouraged

28. Airport Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project				

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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area to excessive noise levels?

NA A B C D

b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

Source: EIR No. 340

Findings of Fact:

a) The I-15 Corridor Specific Plan and the SP266A2 site are not located within any airport land use plan jurisdictional boundary and not within 2 miles of a public or private airport and there are no associated impacts.

b) The SP266A2 site is not located within the vicinity of a private airstrip and therefore would not expose people residing or working in the project area to excessive noise levels. There are no impacts.

Mitigation: None required.

Monitoring: None required.

29. Railroad Noise

NA A B C D

Source: EIR No. 340

Findings of Fact: The SP266A2 site is not located in the vicinity of any railroad lines and will not be exposed to excessive railroad noises.

Mitigation: None required.

Monitoring: None required.

30. Highway Noise

NA A B C D

Source: EIR No. 340

Findings of Fact: Several major roadways are proposed to provide access to the SP266A2 site. EIR No. 340 included an in-depth noise analysis for the proposed roadways. It was determined that, with the EIR No. 340 mitigation measures, all of the proposed roadways would be in compliance with the 65 CNEL County standards. Implementation of the SP266A2 will not result in additional highway noise beyond that addressed in the EIR. No additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

31. Other Noise

NA <input checked="" type="checkbox"/>	A <input type="checkbox"/>	B <input type="checkbox"/>	C <input type="checkbox"/>	D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: EIR No. 340

Findings of Fact: There are no other known sources of noise in the area that would be considered an impact to the project site.

Mitigation: None required.

Monitoring: None required.

32. Noise Effects on or by the Project

a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: EIR No. 340 and County of Riverside Ordinance No. 457

Findings of Fact:

a) Development of the I-15 Corridor Specific Plan would contribute to an overall increase in community noise levels, primarily from the increase in total traffic volumes, and possibly from future project tenants. The changes made with the implementation of SP266A2 will not decrease nor increase impacts to the ambient noise levels beyond those addressed within EIR No. 340 and no additional mitigation is required.

b) Development of the Specific Plan would result in temporary and periodic increases in the ambient noise levels in the project vicinity associated with construction phase according to the EIR. Although, SP266A2 will change development area boundaries, it will not decrease nor increase impacts to noise levels above those addressed within EIR No. 340 and no additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) As determined from the noise analysis performed in conjunction with the EIR, structures and persons involved with future developments within the proposed SP266A2 land uses will not be exposed to noise levels that exceed County standards. No mitigation is required.

d) Implementation of the I-15 Corridor Specific Plan may result in ground-borne vibrations generated infrequently through the construction phase. However, this type of noise would be temporary and infrequent and it is not expected to occur during project operation. Since SP266A2 does not include any development there will be no impacts.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

POPULATION AND HOUSING Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
33. Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

a) The project site contains one existing home. Development of the property within the SP266A2 will require the demolition of this house but will replace it with a maximum of 567 multi-family and senior housing units. One existing house does not constitute a substantial number of existing housing and its removal is not considered significant, therefore no mitigation is required.

b) The proposed Specific Plan includes several land use designations such as commercial, industrial park, public facilities, and residential. The commercial and residential development that will occur on the SP266A2 site are part of the overall development plan of the I-15 Corridor Specific Plan. The majority of the Specific Plan will consist of medium, medium high, high density residential

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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developments, and senior housing. These housing designations will provide various types of housing opportunities within different price ranges.

c) Implementation of SP266A2 will result in the displacement one household and will not necessitate the construction of earmarked replacement housing. The project site contains one residential structure; therefore a minimal number of people will be displaced by the project. No mitigation is required.

d) The proposed project is located within the Jurupa Valley Redevelopment Area; as such, the Riverside County Economic Development Agency has reviewed the proposed I-15 Corridor Specific Plan Amendment and has determined that the proposed project is consistent with the Redevelopment Area.

e) According to the Regional Element included within EIR No. 340, development of the I-15 Corridor Specific Plan will be representative of approximately 1.3 percent of the housing growth projected for the Riverside-Corona region. SP266A2 is only changing the boundaries between two planning areas and will not increase the total number of dwelling units permitted on the subject property. Development of SP266A2 will not result in new additional regional growth above that addressed in the EIR and SPA-1 and no additional mitigation is required.

f) As described in EIR No. 340, development of the I-15 Corridor Specific Plan will induce growth in terms of surrounding properties and local growth can be anticipated to some degree from project implementation. However, because this is consistent with County policy, any growth resulting from development of the specific plan is considered less than significant.

Mitigation: None required.

Monitoring: None required.

PUBLIC SERVICES Would the project 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 any of the public services:

34. Fire Services

Source: EIR No. 340

Findings of Fact: Fire services will be provided by the Riverside County Fire Department. The closest fire station is located at 9270 Limonite Avenue, approximately 3.5 miles east of the project site. EIR No. 340 states that the response time after dispatch is approximately four minutes to the I-15 Corridor Specific Plan area. EIR No. 340 identifies several mitigation measures, including payment of "fire mitigation" fees pursuant to County ordinances, which will alleviate the impact to a less than significant level. SP266A2 is a change of boundaries between two planning areas and does not include a development proposal which would result in additional impacts to the level of fire service above those addressed in the EIR. SP266A2 will be subject to comply with mitigation identified in the EIR and no additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

35. Sheriff Services

Source: EIR No. 340, SPA-2

Findings of Fact: Law enforcement services are provided to the project site by the Riverside County Sheriff's Department. The Jurupa Valley Sheriff Station services the project area and is located at 7477 Mission Boulevard in Glen Avon. SP266A2 is a change of boundaries between two planning areas and reduces the total acreage of commercial development while retaining the same maximum number of dwelling units permitted on the subject property. Therefore, SP266A2 will have the same overall impacts upon the surrounding area as the adopted the I-15 Corridor Specific Plan. There will be no new impacts to Sheriff Services above those addressed in the EIR and future development will be subject to compliance with previously identified mitigation measures therefore, no additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

36. Schools

Source: EIR No. 340 and SP266A2

Findings of Fact: EIR No. 340 states that the I-15 Corridor Specific Plan site is located within the service areas of two school districts. North of Limonite Avenue is within the Jurupa Unified School District. South of Limonite Avenue is the Corona-Norco Unified School District. The SP266A2 project site is located south of Limonite Avenue and thus is located within the Corona-Norco Unified School District. A mitigation measure which reduces impacts upon schools to below the level of significance was identified within the EIR. SP266A2 is a change of boundaries between two planning areas without a concurrent development proposal; therefore SP266A2 will not result in new impacts to schools above those previously addressed in the EIR and no additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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37. Libraries

Source: EIR No. 340 and SPA-2

Findings of Fact: A mitigation measure was identified within EIR No. 340 which addresses the I-15 Corridor Specific Plan's impacts upon libraries. SP266A2 does not include a development proposal therefore; it will not be subject to comply with these mitigation measures. SP266A2 will not decrease nor increase impacts to libraries above those addressed within EIR No. 340 and no additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

38. Health Services

Source: EIR No. 340

Findings of Fact: The I-15 Corridor Specific Plan site is located within 20 miles of three hospital facilities located in Riverside and Corona. There are also several medical clinic facilities within the surrounding area that would provide urgent care and general medical services to the residents of the development. Riverside County is required to coordinate with health service providers to accommodate the growth resulting from area development. The medical community is expected to expand with population growth. Development of the Specific Plan will not result in new adverse impacts to health services. SP266A2 is a change of boundaries between two planning areas and does not increase the intensity of future development beyond that which was previously addressed with EIR No. 340. Therefore, the proposal and will not result in new impacts to health service facilities beyond those previously addressed. No mitigation is required.

Mitigation: None required.

Monitoring: None required.

RECREATION

39. Parks and Recreation

a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

c) Is the project located within a C.S.A. or recreation

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and park district with a Community Parks and Recreation Plan (Quimby fees)?

Source: EIR No. 340

Findings of Fact:

a) The I-15 Corridor Specific Plan incorporates recreational facilities within its Land Use Plan. SP266A2 does not alter these open space and recreational land uses. EIR No. 340 identifies a mitigation measure to alleviate impacts on recreational facilities in the Specific Plan vicinity including a dedication of acreage for parkland. Future development within the SP266A2 site will be required to comply with these mitigation measures and will not result in new impacts to recreational facilities above those addressed in the EIR. No additional mitigation is required.

b) Development of the Specific Plan may increase use of recreational facilities in the region however; the Specific Plan includes construction of recreational facilities that will be adequate to serve the project residents. Since SP266A2 is only changing the project area boundaries and will not result in an increase in the total number of allowable dwelling units, it will not result in new impacts above those addressed in the EIR and no additional mitigation is required.

c) According to EIR No. 340, the Specific Plan is located within the Jurupa Area Recreation and Park District. Development of the Specific Plan will be required to dedicate parkland or pay appropriate fees to this district. SP266A2 will not alter the need for payment of fees as projects in the area are constructed. No additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

40. Recreational Trails

Source: EIR No. 340

Findings of Fact: According to the EIR, there is an existing multi-purpose trail along the east side of Wineville Avenue, north of Limonite Avenue. This trail will be continued south through development of the specific plan. Implementation of SP266A2 will comply with all applicable design measures included in the adopted Specific Plan and analyzed in EIR No. 340. SP266A2 will not impact these designated trails. Mitigation measures were identified in the EIR and no additional mitigation is necessary.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC Would the project				
41. Circulation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated road or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340 and SP266A2

Findings of Fact:

a & c) It was previously determined that development of the Specific Plan would significantly increase traffic volumes on adjacent roads. The EIR projected 23,779 average daily trips being generated from Planning Area 1 and Planning Area 23. A subsequent Traffic Impact Study Report was completed in November 2003 to re-evaluate the potential traffic-related impacts of the I-15 Corridor Specific Plan. This subsequent Traffic Impact Study Report determined that Planning Areas 1 and 23 would generate approximately 17,800 average daily trips, based upon updated information. This 17,800 average daily trips reflected development of 322 high density dwelling units and 245 senior citizen dwelling units in Planning Area 23 and 47.9 acres of commercial development in Planning Area 1. SP266A2 will reduce the acreage of the commercial development to 40.0 acres but retain the same maximum number of high density and senior citizen dwelling units. This represents a 16.5% reduction in the potential commercial development of Planning Area 1. Utilizing the same trip generation rates as used in the subsequent Traffic Impact Study Report (6.63 average daily trips per high density residential dwelling unit, 3.58 average daily trips per senior citizen, 37.80 average daily trips per thousand square feet of commercial, and a 25% pass by reduction), it can be estimated that the total number of average daily trips generated from Planning Area 1 and 23 would be 15,360 trips. This

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project-specific total is only a portion of the traffic volumes identified in the EIR for the subject planning areas. The EIR identified extensive mitigation measures to alleviate traffic impacts to the project area and to ensure that required County levels of services can be met by the proposed and existing roadways. SP266A2 is not altering the land uses although there will be a reduction in the overall acreage for commercial development. Future development of this area will be required to comply with those mitigation measure identified in the EIR where applicable. Implementation of SP266A2 will not result in new traffic impacts; it may bring a slight reduction due to the exchanging of acreage from commercial to residential. No additional mitigation is required.

b) Development of the Specific Plan includes uses that would be required to meet County standards for parking. Future land use development within the SP266A2 area will also be required to comply with these standards. No mitigation is required.

d) The Specific Plan site is not located near existing or planned airports. None of the proposed land uses of SP266A2 will involve altering air traffic patterns or creating significant hazards. SP266A2 will not impact an air traffic patterns.

e) SP266A2 site development will not alter waterborne, rail or air traffic; therefore, no impacts will result to waterborne, rail or air traffic.

f) All roads within the I-15 Corridor Specific Plan and SP266A2 are designed pursuant to Riverside County Transportation Department ordinances and standards. Mitigation measures adopted with the I-15 Corridor Specific Plan, as detailed in EIR No. 340, will assure that all existing and future roads comply with all safety requirements. SP266A2 area development will be required to comply with these mitigation measures, and no additional mitigation is required.

g) Increased traffic within the Specific Plan area may result in the need for increased roadway maintenance. The EIR identified mitigation measures including payment of fees, some of which would pay for roadway maintenance. Future development within the SP266A2 area will be required to comply with applicable mitigation measures and will not result in new impacts to roadway maintenance above that identified in the EIR. No additional mitigation is required.

h) Since SP266A2 does not include a development proposal it will not result construction circulation problems or impacts. SP266A2 will have no construction-related impacts on traffic.

i) The Specific Plan site is currently used for agricultural purposes. There is limited access to the internal portions of the site that would provide access in the event of an emergency. Development of the Specific Plan includes improvements to existing roadways and construction of new roadways that would provide emergency access to the site that does not currently exist. Through future project reviews development of SP266A2 area will also support an increased level of emergency access to the site. Since no development is proposed at this time there will be no impacts and no mitigation is required.

j) According to the EIR, development of the Specific Plan will include the construction of Park-N-Ride facilities to encourage ridesharing as well as turnouts and stops for public buses. SP266A2 does not propose to alter these plans for the site and no mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

42. Bike Trails

Source: EIR No. 340

Findings of Fact: The I-15 Corridor Specific Plan includes a network of bicycle lanes within the project. The bike lane along the west side of Hamner Avenue is identified in the County General Plan as a Class II Route, which is a delineated trail within the street pavement. This will be the requirement of the adjacent property developer. No other bike trails are located adjacent to the SP266A2 site. Development of the SP266A2 area will be required to comply with established mitigation measures as described in EIR No. 340. SP266A2 will not result in new impacts to designated bike trails and no additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

UTILITY AND SERVICE SYSTEMS Would the project

43. Water

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Source: EIR No. 340

Findings of Fact:

a) Development of the Specific Plan will not necessitate construction of new water treatment facilities or expansion of existing treatment facilities. The EIR identified several mitigation measures that would reduce impact to the existing water treatment facilities to below the level of significance. Implementation of SP266A2 will be required to comply with these mitigation measures when applicable. SP266A2 will not result in new impacts to water treatment facilities above those addressed in the EIR and no additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Development of the Specific Plan will result in increased demand on the water supplies maintained by Jurupa Community Services District (JCSD). The EIR for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the existing water system. Implementation of SP266A2 will not result in new impacts to water resources above those addressed in the EIR and no additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

44. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source: EIR No. 340

Findings of Fact:

a & b) Development of the Specific Plan will not necessitate construction of new wastewater treatment facilities or expansion of existing facilities. The EIR identified several mitigation measures that would avoid significantly impacting the existing wastewater treatment system. Implementation of development within the SP266A2 area will be required to comply with these mitigation measures. Since SP266A2 is not associated with a development project it will not result in new impacts to wastewater treatment facilities and no additional mitigation is required.

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

45. Solid Waste

a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

b) Comply with federal, state, and local statutes and regulations related to solid wastes (including the CIWMP

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(County Integrated Waste Management Plan)?

Source: EIR No. 340

Findings of Fact:

a) Development of the SP266 area would result in potentially adverse impacts to the landfills that serve the project area. EIR No. 340 for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the landfills. Implementation of SP266A2 does not involve development and will not result in impacts to landfills and no additional mitigation is required.

b) Development of the I-15 Corridor Specific Plan will comply with all federal, state and local statutes and regulations regarding solid waste generation, transport and disposal. Since SP266A2 is only a change of boundaries between two planning areas and does not include a development proposal it will not have any direct impacts. Future development pursuant to SP266A2 will be required to comply with all of these statutes and regulations

Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

46. Utilities

a) Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

a) The EIR for the Specific Plan specifies that Southern California Edison provides electricity service to the project site from existing facilities on the Specific Plan site. Extensions will have to be made to service the structures proposed for the project. The EIR for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the existing electricity system. Since SP266A2 is a change of boundaries between two planning areas and reduces the amount of commercial acreage that may be developed, while retaining the same maximum number of allowable

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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dwelling units it will not result in new impacts upon electrical services above those addressed in the EIR and no additional mitigation is necessary.

b) The EIR for the Specific Plan specifies that Southern California Gas provides natural gas service to the project site. Extensions will have to be made to service the structures proposed for the project. The EIR for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the existing natural gas system. Since SP266A2 is only a change of boundaries and reduces the amount of commercial acreage that may be developed, while retaining the same maximum number of allowable dwelling units, it will not result in new impacts above those addressed in the EIR and no further mitigation is necessary.

c) The communications service to the Specific Plan could be provided by A T & T and/or Verizon but would require some offsite facilities and extensions would be required to individual structures. The EIR for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the existing communications system. Since SP266A2 is only a change of boundaries it will not result in new impacts to the communications system above those addressed in the EIR and no additional mitigation is required.

d) Implementation of the proposed Specific Plan will substantially alter the current drainage of the project site by replacing primarily agricultural uses with roadways, walkways, parking, buildings, and residential neighborhoods. Because the majority of the project site is undeveloped land, the impervious surfaces proposed by the project will reduce infiltration of rainfall and increase storm water runoff volumes. The construction of drainage improvements are included as part of the Specific Plan. Several mitigation measures involving the construction of flood control improvements by the Specific Plan were identified within the EIR. SP266A2 will not result in new alterations of the existing drainage patterns above those addressed in the EIR and no additional mitigation will be required.

e) Since SP266A2 is only a proposal to change the boundaries between two planning areas it will not require street lights. However, implementation of future development projects in the SP266A2 area would require the construction of street lighting. Street lighting is not normally considered to be harmful to the environment, other than potential aesthetics issues, and no additional impacts will result from the proposed lighting. The potential impact of street lighting upon aesthetics is discussed above in the response to Item 2. No additional mitigation is required.

f) Increased traffic within the Specific Plan area may result in the need for increased roadway maintenance. The EIR identified mitigation measures including payment of fees, some of which would pay for roadway maintenance. Future SP266A2 area projects will be required to comply with applicable mitigation measures and will not result in new impacts to roadway maintenance above that identified in the EIR. No additional mitigation is required.

g) No other governmental services are expected to be required for the project and therefore significant impacts will not occur.

h) Future development on the SP266A2 site will meet all requirements of Title 24 of California Code of Regulations construction for energy savings, but there are no energy conservation plans which would affect the project site. No impacts to energy conservation plans will occur from implementation of SP266A2.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None required for the proposed SP266A2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266A2. See EIR No. 340 for applicable monitoring requirements for future site development.

MANDATORY FINDINGS OF SIGNIFICANCE

47. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal to eliminate important examples of the major periods of California history or prehistory?

Source: EIR No. 340, Staff review, and Application materials

Findings of Fact: The project site is being used for agriculture. Native and sensitive plant communities do not exist on the project site due to the heavy disturbance caused by agricultural operations. No historic or prehistoric sites, that represent important examples of the major periods of California history or prehistory, are known to exist on the SP266-2 site. However, potential impacts regarding these issues were addressed in EIR No. 340. Since SP266A2 is only a change of boundaries between two planning areas within a small area of the I-15 Corridor Specific Plan and as discussed in the checklist above, SP266A2 will have no impacts beyond those addressed in EIR No. 340, and mitigation measures set forth in the EIR will be implemented as part of any future development of SP266A2.

48. Does the project have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)

Source: EIR No. 340, Staff Review, and Application materials

Findings of Fact: The proposed project SP266A2 is only a change of boundaries between two planning areas within a small area of I-15 Corridor Specific Plan and will not affect short-term environmental goals to the disadvantage of long-term environmental goals beyond those addressed in EIR No. 340, and mitigation measures set forth in the EIR will be implemented as part of SP266A2.

49. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in California Code of Regulations, Section 15130)?

Source: EIR No. 340, Staff review, and Application materials

Findings of Fact: The proposed project itself does not have cumulatively considerable impacts as defined above. The EIR for the I-15 Corridor Specific Plan recognized that development of Specific Plan would result in cumulative adverse impacts to the environment. The proposed Specific Plan would result in significant cumulative impacts to air quality and agriculture. The Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for cumulative impacts related consumption of agriculture and air quality impacts on November 2, 1993. SP266A2 will not decrease nor increase the cumulative impacts above those addressed within EIR No. 340 and no additional mitigation is required.

50. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Source: EIR No. 340, Staff review, and Application materials

Findings of Fact: The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Potential impacts regarding these issues were addressed in EIR No. 340. SP266A2 will have no impacts beyond those addressed in EIR No. 340, and mitigation measures set forth in the EIR will be implemented as part of SP266A2 area's future development.

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any, EIR No. 340 for the I-15 Corridor Specific Plan

RCIP: Riverside County Integrated Project

Location Where Earlier Analyses, if used, are available for review:

County of Riverside Planning Department
4080 Lemon Street, 9th Floor
Riverside, CA 92505

VII. REFERENCES

The following documents were referred to as information sources during preparation of this document. They are available for public review at the locations abbreviated after each listing and spelled out at the end of this section. Some of these documents may also be available at the Riverside City and County Public Library, 3581 Seventh Street, Riverside, CA 92502-0468, and/or at branches of the library.

<u>Cited As:</u>	<u>Source:</u>
AMEC	AMEC Earth & Environmental, Inc., <i>General Biological Resources Assessment and Focused Burrowing Owl Surveys, APN 152-010-016, 152-010-017, and 152-010-018</i> , June 8, 2006. (Available at Riverside County Planning)
CRM 1	CRM TECH., <i>Historical/Archaeological Resources Survey Report, I-15 Corridor Specific Plan Amendment</i> , March 14, 2006. (Available at Riverside County Planning)
CRM 2	CRM TECH. <i>Paleontological Resources Assessment Report, I-15 Corridor Specific Plan Amendment</i> , June 7, 2005. (Available at Riverside County Planning)
EIR No. 340	County of Riverside. <i>I-15 Corridor Specific Plan, Specific Plan No. 266 and Final EIR No. 340</i> . Adopted November 2, 1993. (Available at Riverside County - Planning)
FMMP	State of California, Department of Conservation. Division of Land Resource Protection. Farmland Mapping and Monitoring Program. <i>Riverside County Important Farmland 2000 - Western Sheet</i> . December 2001. (Available for review from Conservation)
GIS	County of Riverside. Geographic Information System Database. (Available at Riverside County - Planning, and on the Internet at www.tlma.co.riverside.ca.us/planning/index.html)
RCIP EIR	County of Riverside, <i>Riverside County Integrated Project, General Plan Draft Program Environmental Impact Report</i> . March 2003 (Available for review at Riverside County - Planning and on the Internet at www.rcip.org)
NRCS	U.S. Department of Agriculture, Soil Conservation Service. <i>Soil Survey, Western Riverside Area, California</i> . November 1971. (Available at USDA)
MSHCP	County of Riverside. <i>Western Riverside County Multiple Species Habitat Conservation Plan</i> . June 17, 2003 (Available at Riverside County - Planning or on the Internet at www.rcip.org)
RCALUC	Riverside County Airport Land Use Commission (On the internet at www.rcaluc.org)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- EAP/MAP County of Riverside. *Eastvale Area Plan*. October 2003 (Available for review at Riverside County – Planning and on the internet at www.rcip.org/documents/general_plan_toc1.htm)
- USDA U.S. Department of Agriculture, Soil Conservation Service. *Soil Survey, Western Riverside Area, California*. November 1971. (Available at Riverside County - Planning)
- WEBB Albert A. Webb Associates, *Traffic Impact Study Report, I-15 Corridor Specific Plan*, November 4, 2003. (Available for review at Riv Co – Transportation)

Location:

Address:

- Clerk of the Board* County of Riverside, Office of the Clerk of the Board, 4080 Lemon Street, 14th Floor, Riverside, CA 92502
- Riv Co - Planning* County of Riverside, 4080 Lemon Street 9th Floor, Riverside, CA 92502
- Riv Co – Transportation* County of Riverside, 4080 Lemon Street, 8th Floor, Riverside, Ca 92502
- Conservation* California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 801 K Street, MS 13-71, Sacramento, CA 95814-3528
- USDA* U.S. Department of Agriculture, Natural Resource Conservation Service (formerly Soil Conservation Service), 1299 Columbia Avenue, Suite E-5, Riverside, CA 92507

VIII. LIST OF INITIAL STUDY PREPARERS

Riverside County Planning Department

Andrew Gonzalez, Project Planner,
4080 Lemon Street, 9th Floor, P.O. Box 1409,
Riverside, CA 92502-1409

Albert A. Webb Associates

Richard J. MacHott, Principal Environmental Planner
Thomas Thornsley, Senior Environmental Planner
3788 McCray Street, Riverside, CA 92506

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

George A. Johnson · Agency Director

Planning Department

Ron Goldman · Planning Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

FILED
RIVERSIDE COUNTY

AUG 01 2008

LARRY W. WARD, CLERK

By *[Signature]* M. Meyer
Deputy

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

Specific Plan No. 266 Substantial Conformance No. 4 / Change of Zone No. 7656
Project Title/Case Numbers

Andrew Gonzalez
County Contact Person

951-955-2137
Phone Number

N/A

State Clearinghouse Number (if submitted to the State Clearinghouse)

Lewis Investments Company LLC
Project Applicant

1156 N. Mountain Avenue, Upland, CA 91786
Address

Westerly of Interstate 15, easterly of Hammer Avenue, and southerly of Limonite Avenue.
Project Location

The Specific Plan Substantial Conformance proposes to divide Planning Area No. 23 in two parts, Planning Area No. 23a (19.7 Acres) and Planning Area No. 23b (15 Acres); modify the Development Standards to require elevators for all buildings which exceed two stories; allow five foot building setbacks from streets and exterior boundary lines; and allow three garage setbacks from interior streets and drives. The Change of Zone proposes to change the project site's current zoning classification from General Residential (R-3) to Specific Plan (SP No. 266 - Planning Area No. 23b).

Project Description

This is to advise that the Riverside County Board of Supervisors, as the lead agency, has approved the above-referenced project on July 29, 2008, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. Although the project could have a significant effect on the environment, NO FURTHER ENVIRONMENTAL DOCUMENTATION IS REQUIRED because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible. (\$64.00)
3. Mitigation measures WERE NOT made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS NOT adopted.
5. A statement of Overriding Considerations WAS NOT adopted for the project.

This is to certify that the Mitigated Negative Declaration, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 9th Floor, Riverside, CA 92501.

[Signature]
Signature

Board Assistant
Title

July 29, 2008
Date

Date Received for Filing and Posting at OPR: _____

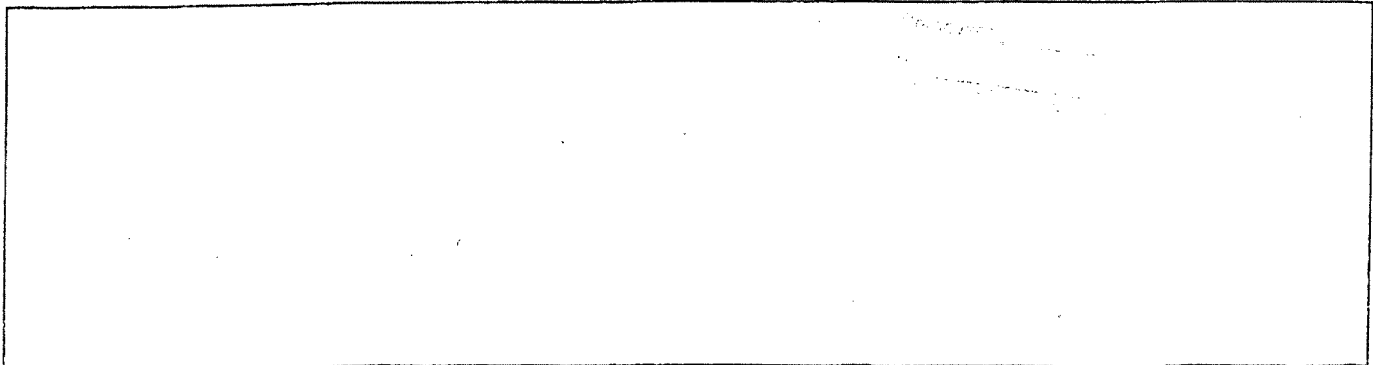
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07.15.08 15.1 ORD 348.4601 07.29.08 2:22:11 PM

COUNTY OF RIVERSIDE
Negative Declaration
Filed for Filing and Posting
AUG 01 2008

Please charge deposit fee case#: ZSP00266S4 ZCFG5291

FOR COUNTY CLERK'S USE ONLY



COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 41942

Project Case Type (s) and Number(s): Specific Plan No. 266, Substantial Conformance No. 4 & Change of Zone No. 7656

Lead Agency Name: County of Riverside Planning Department

Address: P.O. Box 1409, Riverside, CA 92505-1409

Contact Person: Andrew Gonzalez, Project Planner

Telephone Number: (951) 955-2137

Applicant's Name: Lewis Investment Company, LLC

Applicant's Address: 1156 N. Mountain Avenue Upland, CA 91786

Engineer's Name: Albert A Webb Associates

Engineer's Address: 3788 McCray Street Riverside, CA 92506

I. PROJECT INFORMATION

Background: Specific Plan No. 266 was adopted by the Riverside County Board of Supervisors along with Environmental Impact Report No. 340 (EIR No. 340) on November 2, 1993 (Resolution No. 93-042). Concurrent with its adoption of the I-15 Corridor Specific Plan (SP266) and certification of EIR No. 340, the Board of Supervisors adopted Change of Zone No. 5619, which changed the zoning on the properties within the specific plan to zoning classifications consistent with the specific plan's land use designations. The Board of Supervisors determined that EIR No. 340 was consistent with all the procedures of the California Environmental Quality Act. The Board of Supervisors determined that potential project and cumulative impacts on air quality and agriculture could not be fully mitigated and adopted a Statement of Overriding Findings that project benefits outweigh and render acceptable those unavoidable adverse environmental effects.

On December 23, 2002, the Board of Supervisors adopted Specific Plan No. 266, Amendment No. 1 along with Change of Zone No. 6705. The amendment and zone change involved changes of land use within Planning Areas 2 and 22, which are north of the current project location. The change to Planning Areas 2 and 22 involved the rezoning of PA 22 from Commercial-Office to Commercial. The specific plan amendment also permitted an increase in density for Planning Area 23 pursuant to a senior citizen housing alternative.

On November 27, 2007, the Board of Supervisors adopted Specific Plan No. 266, Amendment No. 2 and Change of Zone No. 7480 which involved changes of land use within Planning Areas 1 and 23. The changes to Planning Areas 1 and 23 involved the following: the rezoning of the Planning Area 1 from General Residential (R-3) to Scenic Highway Commercial (C-P-S); the rezoning of Planning Area 23 from Scenic Highway Commercial (C-P-S) to General Residential (R-3); a transfer of 7.9 acres from Planning Area 1 to Planning Area 23; and change the boundaries between Planning Areas 1 and 23. The total number of allowable dwelling units within Planning Area 23 remained unchanged.

Project Description: Specific Plan No. 266, Substantial Conformance No. 4 proposes to divide Planning Area 23 into two parts, Planning Area 23a (19.7 acres) and Planning Area 23b (15 acres), modify the Development Standards to require elevators for all buildings two stories and above, and allow five foot setbacks from streets and exterior boundary lines.

Change of Zone No. 7656 proposes to change a portion of the project site's existing Zoning Classification from General Residential (R-3) to Specific Plan (SP) for Planning Area 23b only.

A. Type of Project: Site Specific ; Countywide ; Community ; Policy .

B. Total Project Area: 34.7 Gross Acres

Residential Acres: 34.7	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: N/A			

C. Assessor's Parcel No(s):

152-010-016	152-011-087	152-011-067	152-011-082	152-012-012	152-011-034	152-011-049	152-011-004	152-011-019
152-010-017	152-011-088	152-011-068	152-011-083	152-012-013	152-011-035	152-011-050	152-011-005	152-011-020
152-010-018	152-011-089	152-011-069	152-011-084	152-012-014	152-011-036	152-011-051	152-011-006	152-011-021
152-010-027	152-011-090	152-011-070	152-011-085	152-012-015	152-011-037	152-011-052	152-011-007	152-011-022
152-010-028	152-011-091	152-011-071	152-012-001	152-012-016	152-011-038	152-011-053	152-011-008	152-011-023
152-010-029	152-011-092	152-011-072	152-012-002	152-012-017	152-011-039	152-011-054	152-011-009	152-011-024
152-010-036	152-011-093	152-011-073	152-012-003	152-012-018	152-011-040	152-011-055	152-011-010	152-011-025
152-010-037	152-011-094	152-011-074	152-012-004	152-012-019	152-011-041	152-011-056	152-011-011	152-011-026
152-010-038	152-011-095	152-011-075	152-012-005	152-012-020	152-011-042	152-011-057	152-011-012	152-011-027
152-010-044	152-011-096	152-011-076	152-012-006	152-012-021	152-011-043	152-011-058	152-011-013	152-011-028
152-011-031	152-011-062	152-011-077	152-012-007	152-012-022	152-011-044	152-011-059	152-011-014	152-011-029
152-011-061	152-011-063	152-011-078	152-012-008	152-012-023	152-011-045	152-011-060	152-011-015	152-011-030
152-011-086	152-011-064	152-011-079	152-012-009	152-012-024	152-011-046	152-011-001	152-011-016	152-010-044
152-011-097	152-011-065	152-011-080	152-012-010	152-011-032	152-011-047	152-011-002	152-011-017	
152-012-025	152-011-066	152-011-081	152-012-011	152-011-033	152-011-048	152-011-003	152-011-018	

D. Street References: The project site is located in the Eastvale community of the Eastvale Area Plan; more specifically, southerly of Limonite Avenue, easterly of Hamner Avenue, and westerly of Interstate 15.

E. Section, Township & Range Description or reference/attach a Legal Description:
Section 18, Township 2 South, Range 6 West, San Bernardino Base and Meridian.

F. Brief description of the existing environmental setting of the project site and its surroundings: The subject site consists of approximately 34.7 acres that is relatively flat with an average elevation of approximately 660 feet above sea level. Currently there is a large single family home (occupied) on the site along with an abandoned dairy farm with associated structures. The dairy operation has completely altered the nature landscape of the project area.

Surrounding the property is vacant or abandoned dairy operations to the east; commercial development to the north, commercial development and multi-family residential units to the west and single family homes to the south.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The proposed project meets the Eastvale Area Plan requirements of the General Plan. The proposed project meets the requirements of the High Density Residential (HDR) (8 -14 Dwelling Units per Acre) land use and all other applicable land use policies.
2. **Circulation:** The proposed project is within a community area where high density residential is adjacent to commercial uses that will provide residents with greater opportunities for pedestrian and bicycle use and thereby offering to reduce the reliance on automobiles for transportation. Adequate circulations facilities exist or will be further improved to serve future projects and the surrounding area as development proposals approved. The proposed project meets with all other applicable circulation policies of the General Plan.
3. **Multipurpose Open Space:** The project only involves dividing a planning area and does not propose any development that would involve recreational facilities or open space. Future development will meet the requirement of the I-15 Corridor Specific Plan and will meet all other applicable Multipurpose Open Space Element policies.
4. **Safety:** The proposed project is not located within any special hazard zones (including flood zone, fault zone, high fire hazard area, dam inundation zone, or an area with high liquefaction potential. Etc.). The proposed project has no development component but future proposals will be reviewed by the appropriate county agencies for safety issues and will not affect emergency response services to the future residents in this project area. The proposed project meets with all other applicable Safety Element policies to insure the safety of its residences.
5. **Noise:** The proposed project is adjacent to two urban arterial highways and a freeway and has been previously evaluated for the impacts of the associated road noise. With implementation of mitigation measures, in conjunction with future project development, all applicable Noise Element policies will be met.
6. **Housing:** The proposed project meets all applicable Housing Element policies.
7. **Air Quality:** The proposed project will not have an affect because it does not involve development. Although there will be less than significant impacts during future development of projects in the two planning areas. The proposed project changes the arrangement of land uses and adds additional housing units in closer proximity to commercial activity areas which can promote pedestrian and bicycle use and limit the use of automobiles for transportation, thereby reducing air pollution. The proposed project meets with all other applicable Air Quality Element policies.

B. General Plan Area Plan(s): Eastvale Area Plan

C. Foundation Component(s): Community Development Foundation

D. Land Use Designation(s): High Density Residential (HDR)

E. Overlay(s), if any: N/A

F. Policy Area(s), if any: N/A

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:

1. **Area Plan(s):** Eastvale Area Plan
2. **Foundation Component(s):** Community Development Foundation
3. **Land Use Designation(s):** Commercial Retail (CR) to the north and east, Medium Density Residential (MDR) to the south, and Commercial Retail (CR) and Medium Density Residential to the west.
4. **Overlay(s) and Policy Area(s):** N/A

H. Adopted Specific Plan Information: I-15 Corridor Specific Plan - Specific Plan No. 266

I. Existing Zoning: General Residential (R-3)

J. Proposed Zoning, if any: General Residential (R-3) and Specific Plan (SP)

K. Adjacent and Surrounding Zoning: Scenic Highway Commercial (C-P-S) to the north and east, One-Family Dwellings (R-1) and General Commercial (C-1/C-P) to the west, and One-Family Dwellings (R-1) to the south.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Recreation
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities/Service Systems
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Other
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Mandatory Findings of Significance

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

- I find that although the proposed project could have a significant effect on the environment

NOTHING FURTHER IS REQUIRED because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

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

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


Signature

5-28-08
Date

Andrew Gonzalez, Project Planner
Printed Name

For Ron Goldman, Planning Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP Fig. C-6 "Riverside County Scenic Highways", Eastvale Area Plan Figure 6, EIR No. 340

Findings of Fact:

a) Specific Plan No. 266, Substantial Conformance No. 4 is a division of a planning area and does not include a development proposal (hereinafter referred to as "SP266S4"). The I-15 Corridor Specific Plan (SP266) site is not located within or along a scenic highway corridor. Therefore, no impact will occur following the implementation SP266S4.

b) No specific scenic resources such as rock outcroppings or unique features exist on the site; however, the proposed project will change the appearance of the site from the adjacent public roadways with the relocation of the residential development behind the commercial development along Limonite Avenue. Project site development will include buffers, screens, setbacks, landscaping, and other design measures to minimize the change in aesthetics caused through implementation of the Specific Plan. Implementation of SP266S4 will not increase environmental effects related to aesthetic resources above those previously addressed in EIR No. 340, and no new impacts and therefore no additional mitigation will be necessary.

Mitigation: None required.

Monitoring: None required.

2. Mt. Palomar Observatory

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

Source: Ord. No. 655, Project Proposal, RCIP, and EIR No. 340

Findings of Fact: The I-15 Corridor Specific Plan (SP266) site is not located within the 45-mile radius from the Mt. Palomar Observatory as defined by Ordinance No. 655. Therefore, the project is not subject to the special lighting policies related to the protection of the Mt. Palomar Observatory. Implementation of SP266S4 will not result in new additional impacts related to aesthetic resources above those already addressed in EIR No. 340. No new impacts will arise with the implementation of SP266S4 and no additional mitigation would be necessary.

Mitigation: None required.

Monitoring: None required.

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

b) Expose residential property to unacceptable light levels?

Source: Project Proposal, RCIP, and EIR No. 340

Findings of Fact:

a) The proposed project does not propose any development that would create a new source of light or glare. Future projects within this area will be subject to the lighting guidelines as addressed within SP266 which requires all outdoor lighting to be shielded and situated so as to not cause glare or excessive light spillage on neighboring sites. Thus, through future project design and compliance with the specific plan design guidelines, future projects will have a less than significant impact upon day or nighttime views in the area. No new impacts will arise with the implementation of SP266S4 and no mitigation would be necessary.

b) Any project built as a result of SP266S4 will be subject to the lighting guidelines as addressed within SP266. Due to the incorporation of appropriate design features to reduce light spillage, it is expected that residential property will not be exposed to unacceptable light levels. Since no development is associated with SP266S4 there will be no impacts.

Mitigation: None required.

Monitoring: None required.

AGRICULTURE RESOURCES Would the project

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing agricultural use, or a Williamson Act (agricultural preserve) contract (Riv. Co. Agricultural Land Conservation Contract Maps)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP Fig. OS-2 "Agricultural Resources", EIR No. 340, Ord. No. 625, FMMP

Findings of Fact:

a) The SP266S4 site is designated Prime Farmland by the Farmland Mapping and Monitoring Program. As stated in EIR No. 340, implementation of the I-15 Corridor Specific Plan would result in the conversion of agricultural lands to non-agricultural uses and no mitigation measures are available to alleviate these impacts. The Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for impacts related to agriculture resources on November 2, 1993. SP266S4 will not result in any new impacts above those addressed within EIR No. 340.

b) Lands within SP266S4 are not under Williamson Act Contract.

c) SP266S4 project area is located diagonally from the last remaining piece of property with agricultural zoning within a half mile. Potential conflicts between the Specific Plan development and agricultural uses are expected to be minimal following the creation of buffers, buffer zones, and landscaping and screening requirements established by SP266. SP266S4 will not result in any new impacts above those addressed in EIR No. 340.

d) With the adoption of the Riverside County's General Plan in 2003, all agricultural land use designations were removed from this area of the county. As such, development proposals throughout the area have contributed to the conversion of farmland to non-agricultural use. Development is underway in and around the Specific Plan area and the loss of agriculture in the region will continue. At the time of the adoption of SP266 some farming activities remained in the area, which could limit the conversion of agricultural land to non-agricultural land uses; however, a significant amount of growth has occurred regardless of the continuing agricultural activities. Impacts to lands located within the Specific Plan vicinity were considered significant and unavoidable in EIR No. 340 and the Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for impacts related to agricultural resources on November 2, 1993. Adoption of SP266S4 will not result in any new impacts above those addressed within EIR No. 340.

Mitigation: None required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None required.

AIR QUALITY Would the project

5. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340 and SPA-1

Findings of Fact:

a) The South Coast Air Quality Management District (SCAQMD) establishes the Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) to achieve national and state air quality standards. To achieve compliance with these standards, the AQMP establishes control measures and emission reductions based upon future development scenarios derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, a project's conformance with the AQMP is determined by demonstrating that it is consistent with the local land use plans and/or population projections that were used in the AQMP. EIR No. 340 evaluated the project specific and cumulative air quality impacts of specific plan development and determined that the specific plan will have significant impacts upon regional air quality. Therefore, it can be concluded that the regional impact of the project was not in conformance with the AQMP. Air quality impacts associated with the Specific Plan are considered significant and unavoidable by EIR No. 340 and the Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for impacts related to air quality on November 2, 1993. Since SP266S4 is a change of boundaries between two planning areas and does not include a development proposal. Because the proposed boundary change will reduce the total acreage that can be developed with commercial uses but will not result in an increase in the maximum number of allowable residential dwelling units it will not result in any impacts above those addressed within EIR No. 340. Future development will comply with the mitigation measures identified in the EIR.

b) The project area is located in Source Receptor Area #23 (SRA 23) within the SCAQMD. According to the EIR No. 340 discussion of ambient air quality data from the SCAQMD, the receptor area was in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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violation of suspended particulates (PM-10) and ozone thresholds at the time the EIR was adopted. The EIR recognized that in 1988 SRA 23 exceeded the Federal standard for ozone levels on 123 days and the State standard on 178 days. For suspended particulates, of the 61 samples taken in the area, 11.5% exceeded the federal minimum standard and 83.6% exceeded the state minimum standard. The EIR identifies several different mitigation measures to reduce impacts to air quality resulting from implementation of the Specific Plan. However, the Board of Supervisors adopted a Statement of Overriding Considerations because project impacts to air quality remain significant under CEQA. Specific Plan No. 266, Amendment No. 2 is a change of boundaries between two planning areas and does not include a development proposal. Because the proposed boundary change will reduce the total acreage that can be developed with commercial uses but will not result in an increase in the maximum number of allowable residential dwelling units it will not result in any impacts above those addressed within EIR No. 340. However, future development will comply with the mitigation measures identified in the EIR.

Adoption of SP266S4 will not result in new an increase in air quality impacts above those addressed within EIR No. 340 because the proposed boundary change will reduce the total acreage that can be developed with commercial uses but will not result in an increase in the maximum number of allowable residential dwelling units. As cited in the project-specific Air Quality Impact Analysis Report prepared for SRA-1, SCAQMD Air Quality data for SRA 23 for 2001 shows an improved level of air quality for the South Coast Air Basin. SRA 23 exceeded the federal one-hour standard on only 7 days, the federal 8-hour standard on 34 days and the state one-hour standard on 41 days. Regarding suspended particulates (PM-10), SRA 23 exceeded the state 24-hour standard on 78 days but did not exceed the federal 24-hour standard for suspended particulates. The project-specific Air Quality Impact Analysis Report analyzed the project-related air quality impacts associated with the development of Plot Plan No. 18045 and related applications and determined that all impacts fall below the SCAQMD significance thresholds. Therefore, SP266S4 or future development within the project area will not aggravate nor improve levels of air quality above those previously addressed within the EIR for the I-15 Corridor Specific Plan and no additional mitigation is necessary.

c) According to EIR No. 340, implementation of the Specific Plan will result in significant short-term and significant long-term impacts to air quality that will have a cumulative impact on the air quality of the South Coast Air Basin. The Board of Supervisors adopted a Statement of Overriding Considerations because project impacts to air quality remain significant under CEQA. SP266S4 does not propose to increase any of the existing land use intensities therefore, SP266S4 will not aggravate nor improve levels of air quality above those previously addressed within the EIR for the I-15 Corridor Specific Plan and no additional mitigation is necessary.

d) Specific Plan 266 does not include the construction of any significant point source emitters. SP266S4 is only proposing to change planning area boundaries and does not include the construction of any significant point source emitters. All potential land uses will remain the same as approved in Specific Plan No. 266 and evaluated in EIR No. 340. No mitigation is necessary.

e) After incorporating SP266S4 into the land use plan for SP266, the project will maintain the same potential for the construction of up to 2,645 dwelling units within SP266; all of which are considered to be sensitive receptors. However, there are no known substantial point source emitters within one mile of the project site, therefore, no mitigation is necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Odors during the future construction phase of the project will be temporary in nature but potentially significant pursuant to CEQA. Mitigation measures have been identified to reduce construction odors. SP266S4 will not result in odors above those addressed in the EIR and no additional mitigation will be necessary.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

BIOLOGICAL RESOURCES Would the project

6. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP, MSHCP, GIS, and Biological Assessment written by AMEC, dated June 8, 2006

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a) At the time of its adoption, Specific Plan No. 266 was not subject to any adopted Habitat Conservation Plan (HCP), Natural Conservation Community Plan (NCCP), or other approved local regional or state conservation plan. In 2003, the County Board of Supervisors adopted the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The general biological resources assessment completed by AMEC Earth and Environmental dated June 8, 2006 for the property affected by SP266S4 determined that although the property is subject to the MSHCP, it is not located within a Criteria Cell which would potentially require conservation of the subject property. The AMEC report also concluded that the proposed project will not conflict with other MSHCP policies and requirements. The proposed SP266S4 project area is not located outside of the Specific Plan boundary and therefore, does not result in conflicts with adopted conservation plans above those addressed in EIR No. 340 therefore; it will have no additional impacts.

b) A biological resources assessment conducted by AMEC Earth & Environmental, Inc., as part of this project proposal noted that a portion of the site per the USDA, Natural Resources Conservation Service, contains mapped soils associated with habitat for the Delhi Sands flower-loving fly (DSFLF). However, the area has been cleared and leveled in the recent past. The biological resources assessment concludes that no associated soils remain and the site does not contain suitable habitat for the DSFLF. Additionally, according to EIR No. 340, no special status plant and animal species were found within the Specific Plan area. Since SP266S4 is a change of boundaries between two planning areas and does not include a development proposal it will not result in any impacts at this time nor will it result in new impacts to biological resources above those addressed in the EIR and no further mitigation is necessary.

c) The AMEC General Biological Resources Assessment and Focused Burrowing Owl Surveys conducted as part of this project proposal identified the presence of a pair of burrowing owls and a pair of Loggerhead Shrikes with fledged young on the project site. The project site has been highly modified for human use and does not contain suitable habitat for any narrow endemic plant species. Due to the migratory nature of the burrowing owl, there is no certainty that burrowing owls will still occupy the project site in the future at such time that development grading and construction is commenced. If burrowing owls do not occupy the site the project is not expected to result in a significant impact to the species. However, if burrowing owls are present at the site, preparation of the site, such as grading and construction, could result in the loss of individual owls, eggs, or young. Burrowing owl Objective 6 in Section B of the MSHCP Reference Document requires the following:

"Pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all Covered Activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use of one way doors and collapse of burrows) will occur when owls are present outside the nesting season."

Compliance with this regulatory requirement will assure that any future impacts upon the burrowing owl are less than significant. Since SP266S4 does not include a development proposal it will not result in any impacts at this time and ultimate development of the project site will not result in impacts above those addressed in the EIR and no further mitigation will be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) On page V-42 of EIR No. 340 it is determined that the Specific Plan project site does not contain habitats or other natural features that would contribute to the use of the site as a wildlife corridor. The site is within an established agricultural community and the majority of natural communities have been disturbed regularly by human activity. SP266S4 is a division of a planning area and does not include a development proposal and will not result in new impacts to biological resources above those previously addressed in the EIR and no further mitigation is necessary.

e & f) The SP266S4 project site does not contain any blue-line streams, and onsite irrigation ditches and settling ponds lack riparian vegetation. No wetlands or riparian habitat was identified in the project site therefore; there will be no impacts upon riparian habitat or other sensitive natural community. SP266S4 will not result in impacts to biological resources above those addressed in the EIR and no further mitigation is necessary.

g) The project site is not in an area subject to comply with any local policies or ordinances protecting biological resources. No mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

CULTURAL RESOURCES Would the project

7. Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Historical/Archeological Resource Survey Report written by CRM Tech dated March 14, 2006 and RCIP Fig. OS-7 "Historical Resources"

Findings of Fact:

a & b) A Historical/Archaeological Resources Survey was conducted by CRM Tech, in which a records search and field survey were completed to evaluate the potential for historical resources to exist on site. According to the records search and site survey, no historic structures or artifacts were observed within the project area. Since SP266S4 does not include a development proposal it will not result in any new impacts to historical resources above those addressed in the EIR and no mitigation is required.

Mitigation: None required.

Monitoring: None required.

8. Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Alter or destroy an archaeological site.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Historical/Archeological Resource Survey Report written by CRM Tech dated March 14, 2006 and RCIP Fig. OS-6 "Archaeological Sensitivity"

Findings of Fact:

a & b) An onsite evaluation for archaeological resources was completed as part of the preparation of EIR No. 340. EIR No. 340 identified no archaeological sites within the SP266S4 boundary. Additionally, a Historical/Archaeological Resources Survey was conducted by CRM Tech in which a records search, field survey, and archaeological evaluation were completed to evaluate the potential for archeological resources to exist on site. The archaeological, on-foot field survey of the property concluded that no significant archaeological sites are present on the project site. In the unlikely event that archaeological resources are unearthed during excavation at the proposed project site, the below-listed mitigation measures would reduce the potential impact to below the level of significance. Since SP266S4 is a division of a planning area and does not include a development proposal there will be no impacts associated with the project (SP266S4). However, future development will comply with the mitigation measures identified in EIR No. 340 which address the accidental discovery of unknown cultural resources uncovered during project grading. SP266S4 will not result in new impacts above those addressed in EIR No. 340.

c) The project site is not expected to contain human remains, including those interred outside of formal cemeteries. Due to the lack of any indication of a formal cemetery or informal family burial plots on-site, the project will have no impact on known human remains. Standard County conditions of approval require work to stop when human remains are accidentally uncovered, followed by consultation by a qualified archaeologist. Since SP266S4 is a division of a planning area and does not include a development proposal there will be no impacts associated with the project (SP266S4) above those addressed in EIR No. 340.

d) There are no known or documented existing religious or sacred uses within the project site; therefore, no impacts are anticipated.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

9. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Paleontological Resource Assessment Report written by CRM Tech, dated March 15, 2006 and RCIP Fig. OS-8 "Paleontological Sensitivity,"

Findings of Fact: Based on the current findings in the report prepared by CRM Tech, the proposed project potential to impact paleontological resources appears to range from low to high, depending on the depth of excavation and material impacted. However, the intensive-level field survey produced completely negative results for potential paleontological resources. The portions of the project most likely to uncover paleontological resources are those areas where ground disturbance exposes older alluvial sediments. Should the excavations reach older Pleistocene-age alluvial sediments that are conducive to the preservation of fossil resources, full-time monitoring would become necessary, along with a program to mitigate impacts as outlined as a mitigation measure in EIR No. 340. Since SP266S4 does not include a development proposal there will be no impacts. However, future development will comply with the mitigation measures identified in the EIR.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

GEOLOGY AND SOILS Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: RCIP Fig. S-2 "Earthquake Fault Study Zones, RICP Eastvale Area Plan, Fig. 10 "Seismic Hazards", and EIR No. 340

Findings of Fact:

a) & b) SP266S4 only proposes a division of a planning area. Information provided on page V-13 in EIR No. 340 identifies that the project area is not located within either an Alquist-Priolo Earthquake Fault Zone or a County Fault Hazard Zone. Due to the absence of faults and relative fault topography, the risk of surface rupture of an earthquake fault is not expected to impact development of the Specific Plan. Therefore, the planning area boundary change will not relocate any land use within an area of a known fault and will not result in impacts above those addressed in the EIR. No additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None required for the proposed SPA-2. See EIR No. 340 for applicable monitoring requirements for future site development.

11. Liquefaction Potential Zone

a) Be subject to seismic-related ground failure, including liquefaction?

Source: RCIP Figure S-3 "Generalized Liquefaction", EIR No. 340, and SPA-1

Findings of Fact: According to EIR No. 340, the Riverside County General Plan identifies that the project is located in an area of low potential for liquefaction. A project-specific geotechnical study for the Specific Plan found the liquefaction potential of the project site to be minimal. The proposed project is a change in two planning area boundaries. The change in boundaries will not result in new impacts above those addressed in the EIR and no additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

12. Ground-shaking Zone

Be subject to strong seismic ground shaking?

Source: RCIP Fig. S-18 "Inventory of Facilities Storing Hazardous Materials", and EIR No. 340

Findings of Fact: According to page V-13 of EIR No. 340, the Specific Plan is designated as being in the IIB Ground shaking Zone by the Riverside County Integrated Project (RCIP), which identifies that the Specific Plan uses within the project area are rated as "Generally Suitable". Mitigation was identified to reduce the hazard of seismicity to development of the Specific Plan. The proposed project is a change between two planning area boundaries involving commercial and residential uses; future development of which will be subject to compliance with EIR mitigation where applicable. Future development within the area of SP266S4 will not be exposed to ground shaking hazards above those addressed in the EIR and no additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

13. Landslide Risk

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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spreading, collapse, or rockfall hazards?

Source: RCIP Fig. S-4 "Earthquake-Induced Slope Instability Map, RCIP Fig. S-5 "Regions Underlain by Steep Slopes", and EIR No. 340

Findings of Fact: The Specific Plan site is characterized by flat terrain with elevations ranging between 661 and 672 feet above mean sea level. The existing topography tends to slope from the north to the south, alleviating risk of landslide hazards within the project site boundary. EIR No. 340 determined the project site has no landslide risk and SP266S4 will not increase the risk of landslides.

Mitigation: None required.

Monitoring: None required.

14. Ground Subsidence

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?

Source: RCIP Fig. S-7 "Documented Subsidence Areas", RCIP Fig S-6 "Engineering Geologic Materials Map", and EIR No. 340

Findings of Fact: EIR No. 340 which was prepared for the I-15 Corridor Specific Plan does not identify any geologic units or soils within the project site boundary that are unstable and would result in subsidence because of this project. The proposed project is a change of boundaries between two planning areas and does not include a development proposal. Therefore, SP266S4 will not be subject to potential ground subsidence.

Mitigation: None required.

Monitoring: None required.

15. Other Geologic Hazards

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

Source: RCIP Safety Element and EIR No. 340

Findings of Fact: There are no volcanoes in the proposed project site vicinity. The topography of the site does not include steep slopes which could generate a mudflow. EIR No. 340 does not identify seiche hazards within the Specific Plan area. Therefore, SP266S4 will not be subject other geologic hazards such as seiche, mudflow, or volcanic hazard.

Mitigation: None required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None required.

16. Slopes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: USGS, RCIP Fig. S-4 "Earthquake-Induced Slope Instability Map" and EIR No. 340

Findings of Fact:

a) The project site is characterized by flat terrain with elevations ranging between 652 and 672 feet above mean sea level. The existing topography tends to slope from the northwest to the southeast at a nominal rate, and therefore any change in topography by implementation of the Specific Plan will be nominal. The proposed project, SP266S4, does not include a development proposal and will not result in new impacts or alteration of existing topography and no additional mitigation is required.

b) The proposed project, SP266S4, does not involve any development; therefore, it will not involve the formation of cut or fill slopes greater than 2:1 or higher than 10 feet. According to page V-19 of EIR No. 340, the earthwork for the project will be balanced, meaning no material will be exported nor imported for construction. Since SP266S4 is a division of a planning area and does not include a development proposal it will not alter the grading plan included within the EIR it will have no impact and no mitigation is required.

c) The I-15 Corridor Specific Plan will be served by a public sewer system and will not impact subsurface sewage disposal on the project site. The affect of grading has been addressed in EIR No. 340. SP266S4 does not include a development proposal and will have no impact, but future development will follow the same overall grading plan of the original Specific Plan. Therefore, SP266S4 will not result in any new impacts to subsurface sewage disposal beyond those discussed in EIR No. 340, and no new mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

17. Soils	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: EIR No. 340, National Resource Conservation Service (NRCS), Farmland Mapping & Monitoring Program (FMMP), and United States Department of Agriculture (USDA)

Findings of Fact:

a) According to the EIR for the I-15 Corridor Specific Plan, the project site consists of Hilmar loamy very fine sand, 2-8% slopes (HIC) and Hilmar loamy sand, 0-2% slopes, eroded (HhA2). Additionally, there is Delhi loamy fine sand, 0 to 2 percent slopes, (DbA) located along the project's frontage on Hamner Avenue. Future grading and development on site will expose subsurface soils while also eliminating existing vegetation. This will temporarily increase the potential for wind erosion. The project area is located in an area commonly influenced by high winds and mitigation has been identified to reduce wind erosion within the Specific Plan area. Since SP266S4 does not include a development proposal it will not be impacted by soil types or the associated erosion or loss of topsoil. Future development plans for commercial uses and residential uses on the subject property will not be impacted by soil types other than those addressed in the EIR and no new mitigation is required.

b) The EIR for the I-15 Corridor Specific Plan does not identify any expansive soils within the project site. SP266S4 is a division of a planning area; therefore, it will not be subject to the concerns of expansive soils and no new mitigation is required. Future development plans for commercial and residential uses on the subject property are not expected to be adversely affected by expansive soils and therefore potential soil related impacts will be the same as set forth in EIR No. 340.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

18. Erosion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

a) Page V-19 of EIR No. 340 identifies the potential for increased erosion from the construction phase of project implementation. Standard construction procedures with Best Management Practices (BMP's) through the required NPDES construction permit will be followed to minimize erosion. There are no streams or lakes within the SP266S4 area and following construction, surface runoff will be detained into drainage facilities. SP266S4 is a division of a planning area and does not include a development proposal. Therefore, it will have no impact and will not result in new siltation and erosion and no mitigation is required. Future development plans for commercial and residential uses are not

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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expected to result in siltation and erosion beyond those addressed in EIR No. 340 and no new mitigation is required.

b) SP266S4 is a change of boundaries between two planning areas and does not include a development proposal. Therefore, it will have no impact and will not result in an increase in water erosion. With future development with the project area, surface runoff will increase from an increase in impervious surfaces. However, the proposed construction activities are subject to the State General NPDES Permit for construction-period storm water discharges. By following the standards pursuant to the General NPDES Permit for construction activities, future projects are expected to have less than significant impacts to water erosion either on or off-site. Since SP266S4 is a division of a planning area it will not result in new water erosion and no additional mitigation is required. Future development plans for commercial and residential uses are not expected to result in water erosion beyond that level addressed in EIR No. 340 and no new mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

19. Wind Erosion and Blowsand from project either on or off site.

a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

Source: EIR No. 340 and RCIP Fig. S-8 "Wind Erosion Susceptibility Map"

Findings of Fact: According to EIR No. 340, the soil associations found within the Specific Plan area have moderate to severe wind erosion potential, dependant upon wind conditions. Wind erosion can cause significant damage to the project therefore; mitigation is required to reduce the hazard to the highest degree possible. However, SP266S4 is a division of a planning area and does not include a development proposal; therefore the project area it will not be subject to wind erosion hazard as addressed in the EIR. Future development within the SP266S4 area will be required to implement mitigation as identified in the EIR to reduce wind erosion hazard. No additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

HAZARDS AND HAZARDOUS MATERIALS Would the project

20. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

a) SP266S4 is a division of a planning area and does not include a development proposal. It is possible that future occupants of the future commercial development may store, handle, or generate hazardous materials onsite. Federal, state, and local laws and regulations strictly control the transport, storage, and use of hazardous materials. Mitigation measures identified within the EIR will protect the residential users against potentially hazardous situations created by commercial development. Future development within the SP266S4 area will be subject to comply with these mitigation measures and no additional impact will result beyond that addressed in the EIR. No additional mitigation is required.

b) See response to item 20 (a).

c) SP266S4 does not include a development proposal, however, future development proposals will be subject to review so that they will not result in new impacts to any emergency services above those addressed in the EIR and no new mitigation is required.

d) The SP266S4 project site is not located within one-quarter mile of an existing or proposed school site. However, two school sites have been designated in that portion of the I-15 Corridor Specific Plan that is located east of Interstate 15. Mitigation measures identified within the EIR will protect the school site from potentially hazardous situations created by future commercial users. Projects in the SP266S4 area will be subject to comply with these mitigation measures and no additional impact will result beyond that addressed in the EIR. No additional mitigation is required.

e) The project site is not included on any environmental regulatory lists. The Specific Plan site may have been exposed to pesticides and composted sludge resulting from agricultural operations. Mitigation was identified to protect developments within the Specific Plan from exposure to these materials. Future development within the SP266S4 area will be subject to comply with these mitigation measures and will not result in new exposure to hazardous materials above those addressed in the EIR. This project has no impacts that would require additional mitigation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

21. Airports	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340 and RCIP Figure S-19 "Airport Locations"

Findings of Fact:

a) The I-15 Corridor Specific Plan site is located approximately 6 miles southeast of the Ontario International Airport and approximately 3.75 miles east of the Chino Airport. Page V-85 of EIR No. 340 indicates that the Specific Plan will not interfere with the normal operations of the airports. SP266S4 is a division of a planning area and does not include a development proposal; and due to its distance from the nearest airports will not result in any new conflicts with the Master Plan for the airport, therefore, there is no impact.

b) Due to its distance from the Ontario International Airport and the Chino Airport, the proposed project will not require review by the Airport Land Use Commission.

c) The I-15 Corridor Specific Plan is not within an airport land use plan, nor within two miles of an airport; therefore, implementation of the proposed SP266S4 will not result in a safety hazard for people living or working near the airport.

d) The project is not located near a private airstrip or heliport.

Mitigation: None required.

Monitoring: None required.

22. Hazardous Fire Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Source: EIR No. 340, RCIP Fig. S-11 "Wildfire Susceptibility", and Riverside GIS

Findings of Fact: The Specific Plan is not located in an area of high fire concern. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. EIR No. 340 includes mitigation measures to reduce potential impacts due to fire hazards to less than significant levels. Future commercial and residential development proposes on the subject site will be required to comply with these mitigation measures and will not result in exposure to fire hazards beyond those addressed in the EIR.

Mitigation: None required for the proposed SPA-2. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SPA-2. See EIR No. 340 for applicable monitoring requirements for future site development.

HYDROLOGY AND WATER QUALITY Would the project

23. Water Quality Impacts

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?

Source: EIR No. 340, RCIP Fig. S-9 "100 and 500 Year Flood Hazard Zone", and FEMA

Findings of Fact:

a) Implementation of the I-15 Corridor Specific Plan will substantially alter the current drainage of the project site by replacing primarily agricultural uses with roadways, walkways, parking, buildings, and residential neighborhoods. Because the majority of the project site is undeveloped land, the impervious surfaces proposed by the project will reduce infiltration of rainfall and increase storm water runoff volumes. The construction of storm drain and other flood control devices are included as part of the proposed Specific Plan. Mitigation measures involving the construction of drainage improvements by the Specific Plan were identified within EIR No. 340. is a division of a planning area and does not include a development proposal; therefore it will not be subject to comply with these mitigation measures and will not result in new alterations of the existing drainage patterns. No additional mitigation will be required.

b & g) Currently portions of the Specific Plan site are operating with intense agricultural use. This type of operation contributes to various types of water quality impacts such as nitrate and salt pollution. Without project development, ongoing agricultural practices may continue to contribute to water quality impacts which might violate water quality standards. Additionally, the construction and grading activities associated with Specific Plan implementation could potentially create short-term downstream impacts related to erosion and sedimentation. Future project construction activities will require a General NPDES Permit for construction activities to minimize effects of construction activities on water quality. Implementation of the General NPDES Permit for construction activities and the potential for long term water quality improvements associated with replacement of agricultural uses, construction-related impacts to water quality standards will be less than significant. EIR No. 340 identified several mitigation measures that future projects will be required to comply with. Since SP266S4 proposes no new development it will not result in new impacts to water quality above those already addressed in the EIR and no additional mitigation is required.

c) The Specific Plan is located within the Jurupa Community Services District (JCSD), which will provide water service to the project. JCSD receives its water supply for the project area from wells within the Chino Groundwater Basin. EIR No. 340 has identified several mitigation measures that will alleviate the significant impacts on the groundwater aquifers resulting from Specific Plan implementation. Since SP266S4 proposes no new development it will not result in new impacts. Future development of the SP266S4 area will be required to comply with all applicable mitigation measures established in the EIR. Therefore, SP266S4 will not result in new impacts to groundwater aquifers above those addressed in the EIR and no additional mitigation is required.

d) Currently, the Specific Plan area is not equipped with a storm water system. Development of the site will involve construction of new storm water runoff facilities. Because the storm drain system is being designed specifically for the Specific Plan, the system will be adequate to handle the anticipated storm water flows. The EIR identified several mitigation measures that addressed storm drain system capacity and surface runoff. SP266S4 will not result in new impacts regarding the storm water system above those addressed in the EIR and no additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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e & f) According to EIR No. 340, portions of the I-15 Corridor Specific Plan east of Interstate 15 are located within a 100-year floodplain. The SP266S4 site is located on the west side of Interstate 15 and is not located within the 100-year floodplain; therefore, it will not result in new the construction of housing within a 100-year flood zone. No mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

24. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable <input checked="" type="checkbox"/>	U - Generally Unsuitable <input type="checkbox"/>	R - Restricted <input type="checkbox"/>		
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340 and RCIP Fig. S-9 "100-Year and 500-Year Flood Hazard Zone", Fig. S-10 "Dam Failure Inundation Zone"

Findings of Fact:

a) There are no blue line streams within the Specific Plan site and the SP266S4 site is not located in a 100-year flood zone. The change in planning area boundaries may require future development to alter the existing surface runoff pattern on site. However, implementation of the proposed Specific Plan will include the construction of underground storm drain and other flood control devices. No onsite or offsite flooding is expected to occur. Implementation of SP266S4 will not alter the proposed storm drain, as established in the EIR. No additional mitigation is required.

b) Specific Plan development would increase the amount of impervious surface area by covering the majority of currently uncovered land, thereby increasing surface water runoff and reducing absorption rates. Implementation of the proposed Specific Plan will include the construction of underground stormdrain and other flood control devices, which will direct excess surface runoff off the project site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Implementation of SP266S4 does not involve development and will not alter the anticipated runoff, as established in the EIR. No impacts are expected and no additional mitigation is required.

c) The I-15 Corridor Specific Plan site, as well as the site included in SP266S4, is not located in a Dam Inundation Area. No impacts are expected and no mitigation is required.

d) Implementation of SP266S4 does not involve the alteration of any surface water bodies. No impacts are expected and no additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

LAND USE/PLANNING	Would the project			
25. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340, Eastvale Area Plan, RCIP, and GIS

Findings of Fact:

a) SP266S4 proposes to divide Planning Area 23 into two parts, Planning Area 23a (19.7 acres) and Planning Area 23b (15 acres). On December 23, 2002, the Board of Supervisors approved Specific Plan No. 226 Amendment No. 1 along with Change of Zone No. 6705. The amendment and zone change involved changes of land use within Planning Area 2 and Planning Area 22, which are north of the current project location, and Planning Area 23. The change to Planning Areas 2 and 22 involved the rezoning of Planning Area 22 from Commercial – Office to Commercial. The change to Planning Area 23 involved the allowance of a senior citizen housing alternative to the description of allowable land uses and dwelling unit densities within that Planning Area. The senior citizen housing alternative would allow a portion of Planning Area 23 to be developed with 245 multi-family dwelling units for senior citizens at a maximum density of 36.0 dwelling units per acre. Planning Area 23 would be able to be developed with a maximum of 322 multi-family dwelling units with a maximum density of 20.0 dwelling units per acre. If the senior citizen housing alternative is not developed, the entire planning area would be developed with a maximum of 322 multi-family dwelling units, as currently permitted within Specific Plan No. 266. The changes proposed in SP266A1 were deemed to be consistent with the uses planned for the subject property through the adoption of the I-15 Corridor Specific Plan and would have the same impact upon surrounding land uses as described in EIR No. 340. Although SP266S4 is a division of Planning Area 23, it does not increase the total number of allowable residential dwelling units allowed in Planning Area 23. Therefore, SP266S4 will not create new impacts. Future development will be required to comply with the mitigation and monitoring requirements set forth in EIR No. 340. No new mitigation will be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) The I-15 Corridor Specific Plan is not located within the Sphere of Influence of any city. It is near the cities of Norco, Corona, Riverside, and Chino. The Specific Plan will not directly affect land uses within these cities. Potential indirect impacts upon land uses within the area were evaluated in EIR No. 340. SP266S4 will have the same overall impacts upon the surrounding area as the adopted the I-15 Corridor Specific Plan. Future development within the SP266S4 area will be required to comply with the mitigation and monitoring requirements set forth in EIR No. 340. There will be no impacts with this project proposal and no new mitigation will be required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

26. Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: EIR No. 340, Eastvale Area Plan, and RCIP

Findings of Fact:

a & c) The project area's current zoning is General Commercial (R-3). This zoning was adopted concurrently with the adoption of the I-15 Corridor Specific Plan. The changes proposed by SP266S4 will divide Planning Area 23 into two (Planning Area 23a & Planning Area 23b). The project also includes a change of zone to bring the current zoning map into conformance with the amended Specific Plan Planning Area boundaries. The proposed senior citizen alternative in Planning Area 23 was considered with SPA-1 and was found to be consistent with the current R-3 zoning and the potential impacts of the change to SP zoning from the previous agricultural zoning was evaluated in EIR No. 340. Therefore, SP266S4 will be consistent with the existing zoning and will have no impacts beyond those addressed in EIR No. 340.

b) Zoning surrounding the project site includes Heavy Agriculture with a 20 acre minimum lot size (A-2-20), Scenic Highway Commercial (C-P-S), General Residential (R-3), One-Family Dwellings (R-1), General Commercial (C-1/C-P). The potential impacts of the I-15 Corridor Specific Plan upon surrounding zoning were evaluated in EIR No. 340. SP266S4 is simply a change of boundaries

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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between two planning areas and the potential impacts upon surrounding zoning should be the same as those that were addressed in EIR No. 340.

d) The SP266S4 project site is within the area designated I-15 Corridor Specific Plan (SP 266) by the Comprehensive General Plan and SP266S4 proposes a division of a planning area. The modifications to the adopted Specific Plan, proposed by SP266S4, are consistent with the overall policies and land uses established in the SP266 and as amended with SP266A2. The consistency of the I-15 Corridor Specific Plan with the policies of the Comprehensive General Plan was evaluated in EIR No. 340. Consistency of SP266S4 with the policies of the Comprehensive General Plan remains the same as that of the amended Specific Plan. No additional mitigation will be required regarding General Plan consistency. In October 2003, the Riverside County Board of Supervisors adopted a new General Plan. The General Plan's Eastvale Area Plan Land Use Plan designates the property located within SP266 with land use designations that mirror the specific plan's land use plan. The property that is subject to SP266S4 is designated High Density Residential (HDR). The proposed amendment retains these designations and therefore remains consistent with the General Plan.

e) The I-15 Corridor Specific Plan is located within an area that is generally agricultural and rural residential which is converting to urban density development. The project's impact upon the local community was evaluated in EIR No. 340. SP266S4 is a division of a planning area and the impact of SP266S4 upon the existing community will be the same as that evaluated in EIR No. 340 and SP266A2. No additional mitigation will be required to address this issue.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

MINERAL RESOURCES Would the project

27. Mineral Resources

a) Result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?

d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?

Source: RCIP Fig. OS-5 "Mineral Resources Area"

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The SP266S4 site does not contain any known mineral resource and is not located within an area that has been classified or designated as a mineral resource area by the State Board of Mining and Geology. There are no known mines on or near the project site. No impacts to mineral resources will result from implementation of the project.

b) The SP266S4 site is not located within an area of locally-important mineral resource recovery delineated in the Riverside County Integrated Project (RCIP). No impacts to mineral resources will result from implementation of the project.

c) The SP266S4 site will not be an incompatible land use to a State classified or designated area or existing surface mine. According to the RCIP, there are no mines or mineral resource areas located near the SP266S4 site. No impacts to mineral resources will result from implementation of the project.

d) The SP266S4 site is not located in an area of proposed, existing or abandoned quarries or mines; therefore, project development would not expose people or property in the project area to these hazards. No impacts regarding mineral resource hazards will result from implementation of the project.

Mitigation: None required.

Monitoring: None required.

NOISE Would the project result in

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

28. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

Source: EIR No. 340

Findings of Fact:

a) The I-15 Corridor Specific Plan and the SP266S4 site are not located within any airport land use plan jurisdictional boundary and not within 2 miles of a public or private airport and there are no associated impacts.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
32. Noise Effects on or by the Project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340 and County of Riverside Ordinance No. 457

Findings of Fact:

- a) Development of the I-15 Corridor Specific Plan would contribute to an overall increase in community noise levels, primarily from the increase in total traffic volumes, and possibly from future project tenants. The changes made with the implementation of SP266S4 will not decrease nor increase impacts to the ambient noise levels beyond those addressed within EIR No. 340 and no additional mitigation is required.
- b) Development of the Specific Plan would result in temporary and periodic increases in the ambient noise levels in the project vicinity associated with construction phase according to the EIR. Although, SP266S4 will change development area boundaries, it will not decrease nor increase impacts to noise levels above those addressed within EIR No. 340 and no additional mitigation is required.
- c) As determined from the noise analysis performed in conjunction with the EIR, structures and persons involved with future developments within the proposed SP266S4 land uses will not be exposed to noise levels that exceed County standards. No mitigation is required.
- d) Implementation of the I-15 Corridor Specific Plan may result in ground-borne vibrations generated infrequently through the construction phase. However, this type of noise would be temporary and infrequent and it is not expected to occur during project operation. Since SP266S4 does not include any development there will be no impacts.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING Would the project				
33. Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

- a) The project site is currently vacant. Development of the property within the SP266S4 will add a maximum of 567 multi-family and senior housing units, therefore no mitigation is required.
- b) The proposed Specific Plan includes several land use designations such as commercial, industrial park, public facilities, and residential. The residential development that will occur on the SP266S4 site are part of the overall development plan of the I-15 Corridor Specific Plan. The majority of the Specific Plan will consist of medium, medium high, high density residential developments, and senior housing. These housing designations will provide various types of housing opportunities within different price ranges.
- c) Implementation of SP266S4 will not result in the displacement of any household and will not necessitate the construction of earmarked replacement housing. The project site does not contain any residential structure; therefore no people will be displaced by the project. No mitigation is required.
- d) The proposed project is located within the Jurupa Valley Redevelopment Area; as such, the Riverside County Economic Development Agency has reviewed the proposed I-15 Corridor Specific Plan Amendment and has determined that the proposed project is consistent with the Redevelopment Area.
- e) According to the Regional Element included within EIR No. 340, development of the I-15 Corridor Specific Plan will be representative of approximately 1.3 percent of the housing growth projected for the Riverside-Corona region. SP266S4 is dividing a planning area and will not increase the total number of dwelling units permitted on the subject property. Development of SP266S4 will not result in new additional regional growth above that addressed in the EIR and SPA-1 and no additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) As described in EIR No. 340, development of the I-15 Corridor Specific Plan will induce growth in terms of surrounding properties and local growth can be anticipated to some degree from project implementation. However, because this is consistent with County policy, any growth resulting from development of the specific plan is considered less than significant.

Mitigation: None required.

Monitoring: None required.

PUBLIC SERVICES Would the project 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 any of the public services:

34. Fire Services

Source: EIR No. 340

Findings of Fact: Fire services will be provided by the Riverside County Fire Department. The closest fire station is located at 9270 Limonite Avenue, approximately 3.5 miles east of the project site. EIR No. 340 states that the response time after dispatch is approximately four minutes to the I-15 Corridor Specific Plan area. EIR No. 340 identifies several mitigation measures, including payment of "fire mitigation" fees pursuant to County ordinances, which will alleviate the impact to a less than significant level. SP266S4 is dividing a planning area and does not include a development proposal which would result in additional impacts to the level of fire service above those addressed in the EIR. SP266S4 will be subject to comply with mitigation identified in the EIR and no additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

35. Sheriff Services

Source: EIR No. 340, SPA-2

Findings of Fact: Law enforcement services are provided to the project site by the Riverside County Sheriff's Department. The Jurupa Valley Sheriff Station services the project area and is located at 7477 Mission Boulevard in Glen Avon. SP266S4 is dividing a planning area and reduces the total acreage of commercial development while retaining the same maximum number of dwelling units permitted on the subject property. Therefore, SP266S4 will have the same overall impacts upon the surrounding area as the adopted the I-15 Corridor Specific Plan. There will be no new impacts to Sheriff Services above those addressed in the EIR and future development will be subject to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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compliance with previously identified mitigation measures therefore, no additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

36. Schools

Source: EIR No. 340 and SP266S4

Findings of Fact: EIR No. 340 states that the I-15 Corridor Specific Plan site is located within the service areas of two school districts. North of Limonite Avenue is within the Jurupa Unified School District. South of Limonite Avenue is the Corona-Norco Unified School District. The SP266S4 project site is located south of Limonite Avenue and thus is located within the Corona-Norco Unified School District. A mitigation measure which reduces impacts upon schools to below the level of significance was identified within the EIR. SP266S4 is dividing a planning area without a concurrent development proposal; therefore SP266S4 will not result in new impacts to schools above those previously addressed in the EIR and no additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

37. Libraries

Source: EIR No. 340 and SPA-2

Findings of Fact: A mitigation measure was identified within EIR No. 340 which addresses the I-15 Corridor Specific Plan's impacts upon libraries. SP266S4 does not include a development proposal therefore; it will not be subject to comply with these mitigation measures. SP266S4 will not decrease nor increase impacts to libraries above those addressed within EIR No. 340 and no additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

38. Health Services

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: EIR No. 340

Findings of Fact: The I-15 Corridor Specific Plan site is located within 20 miles of three hospital facilities located in Riverside and Corona. There are also several medical clinic facilities within the surrounding area that would provide urgent care and general medical services to the residents of the development. Riverside County is required to coordinate with health service providers to accommodate the growth resulting from area development. The medical community is expected to expand with population growth. Development of the Specific Plan will not result in new adverse impacts to health services. SP266S4 is dividing a planning area and does not increase the intensity of future development beyond that which was previously addressed with EIR No. 340. Therefore, the proposal and will not result in new impacts to health service facilities beyond those previously addressed. No mitigation is required.

Mitigation: None required.

Monitoring: None required.

RECREATION

39. Parks and Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Is the project located within a C.S.A. or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

a) The I-15 Corridor Specific Plan incorporates recreational facilities within its Land Use Plan. SP266S4 does not alter these open space and recreational land uses. EIR No. 340 identifies a mitigation measure to alleviate impacts on recreational facilities in the Specific Plan vicinity including a dedication of acreage for parkland. Future development within the SP266S4 site will be required to comply with these mitigation measures and will not result in new impacts to recreational facilities above those addressed in the EIR. No additional mitigation is required.

b) Development of the Specific Plan may increase use of recreational facilities in the region however; the Specific Plan includes construction of recreational facilities that will be adequate to serve the project residents. Since SP266S4 is dividing a planning area and will not result in an increase in the total number of allowable dwelling units, it will not result in new impacts above those addressed in the EIR and no additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) According to EIR No. 340, the Specific Plan is located within the Jurupa Area Recreation and Park District. Development of the Specific Plan will be required to dedicate parkland or pay appropriate fees to this district. SP266S4 will not alter the need for payment of fees as projects in the area are constructed. No additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

40. Recreational Trails

Source: EIR No. 340

Findings of Fact: According to the EIR, there is an existing multi-purpose trail along the east side of Wineville Avenue, north of Limonite Avenue. This trail will be continued south through development of the specific plan. Implementation of SP266S4 will comply with all applicable design measures included in the adopted Specific Plan and analyzed in EIR No. 340. SP266S4 will not impact these designated trails. Mitigation measures were identified in the EIR and no additional mitigation is necessary.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

TRANSPORTATION/TRAFFIC Would the project

41. Circulation

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b) Result in inadequate parking capacity?

c) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated road or highways?

d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

e) Alter waterborne, rail or air traffic?

f) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340 and SP266S4

Findings of Fact:

a & c) It was previously determined that development of the Specific Plan would significantly increase traffic volumes on adjacent roads. The EIR projected 23,779 average daily trips being generated from Planning Area 1 and Planning Area 23. A subsequent Traffic Impact Study Report was completed in November 2003 to re-evaluate the potential traffic-related impacts of the I-15 Corridor Specific Plan. This subsequent Traffic Impact Study Report determined that Planning Areas 1 and 23 would generate approximately 17,800 average daily trips, based upon updated information. This 17,800 average daily trips reflected development of 322 high density dwelling units and 245 senior citizen dwelling units in Planning Area 23 and 40 acres of commercial development in Planning Area 1. SP266A2 reduced the acreage of the commercial development to 40.0 acres from 47.9 but retain the same maximum number of high density and senior citizen dwelling units. This represents a 16.5% reduction in the potential commercial development of Planning Area 1. Utilizing the same trip generation rates as used in the subsequent Traffic Impact Study Report (6.63 average daily trips per high density residential dwelling unit, 3.58 average daily trips per senior citizen, 37.80 average daily trips per thousand square feet of commercial, and a 25% pass by reduction), it can be estimated that the total number of average daily trips generated from Planning Area 1 and 23 would be 15,360 trips. This project-specific total is only a portion of the traffic volumes identified in the EIR for the subject planning areas. The EIR identified extensive mitigation measures to alleviate traffic impacts to the project area and to ensure that required County levels of services can be met by the proposed and existing roadways. SP266S4 is not altering the land uses although there will be a reduction in the overall acreage for commercial development. Future development of this area will be required to comply with those mitigation measure identified in the EIR where applicable. Implementation of SP266S4 will not result in new traffic impacts; it may bring a slight reduction due to the exchanging of acreage from commercial to residential. No additional mitigation is required.

b) Development of the Specific Plan includes uses that would be required to meet County standards for parking. Future land use development within the SP266S4 area will also be required to comply with these standards. No mitigation is required.

d) The Specific Plan site is not located near existing or planned airports. None of the proposed land uses of SP266S4 will involve altering air traffic patterns or creating significant hazards. SP266S4 will not impact an air traffic patterns.

e) SP266S4 site development will not alter waterborne, rail or air traffic; therefore, no impacts will result to waterborne, rail or air traffic.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) All roads within the I-15 Corridor Specific Plan and SP266S4 are designed pursuant to Riverside County Transportation Department ordinances and standards. Mitigation measures adopted with the I-15 Corridor Specific Plan, as detailed in EIR No. 340, will assure that all existing and future roads comply with all safety requirements. SP266S4 area development will be required to comply with these mitigation measures, and no additional mitigation is required.

g) Increased traffic within the Specific Plan area may result in the need for increased roadway maintenance. The EIR identified mitigation measures including payment of fees, some of which would pay for roadway maintenance. Future development within the SP266S4 area will be required to comply with applicable mitigation measures and will not result in new impacts to roadway maintenance above that identified in the EIR. No additional mitigation is required.

h) Since SP266S4 does not include a development proposal it will not result construction circulation problems or impacts. SP266S4 will have no construction-related impacts on traffic.

i) The Specific Plan site is currently used for agricultural purposes. There is limited access to the internal portions of the site that would provide access in the event of an emergency. Development of the Specific Plan includes improvements to existing roadways and construction of new roadways that would provide emergency access to the site that does not currently exist. Through future project reviews development of SP266S4 area will also support an increased level of emergency access to the site. Since no development is proposed at this time there will be no impacts and no mitigation is required.

j) According to the EIR, development of the Specific Plan will include the construction of Park-N-Ride facilities to encourage ridesharing as well as turnouts and stops for public buses. SP266S4 does not propose to alter these plans for the site and no mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

42. Bike Trails

Source: EIR No. 340

Findings of Fact: The I-15 Corridor Specific Plan includes a network of bicycle lanes within the project. The bike lane along the west side of Hamner Avenue is identified in the County General Plan as a Class II Route, which is a delineated trail within the street pavement. This will be the requirement of the adjacent property developer. No other bike trails are located adjacent to the SP266S4 site. Development of the SP266S4 area will be required to comply with established mitigation measures as described in EIR No. 340. SP266S4 will not result in new impacts to designated bike trails and no additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

UTILITY AND SERVICE SYSTEMS Would the project

43. Water

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: EIR No. 340

Findings of Fact:

a) Development of the Specific Plan will not necessitate construction of new water treatment facilities or expansion of existing treatment facilities. The EIR identified several mitigation measures that would reduce impact to the existing water treatment facilities to below the level of significance. Implementation of SP266S4 will be required to comply with these mitigation measures when applicable. SP266S4 will not result in new impacts to water treatment facilities above those addressed in the EIR and no additional mitigation is required.

b) Development of the Specific Plan will result in increased demand on the water supplies maintained by Jurupa Community Services District (JCSD). The EIR for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the existing water system. Implementation of SP266S4 will not result in new impacts to water resources above those addressed in the EIR and no additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
44. Sewer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

a & b) Development of the Specific Plan will not necessitate construction of new wastewater treatment facilities or expansion of existing facilities. The EIR identified several mitigation measures that would avoid significantly impacting the existing wastewater treatment system. Implementation of development within the SP266S4 area will be required to comply with these mitigation measures. Since SP266S4 is not associated with a development project it will not result in new impacts to wastewater treatment facilities and no additional mitigation is required.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

45. Solid Waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid wastes (including the CIWMP (County Integrated Waste Management Plan))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

a) Development of the SP266 area would result in potentially adverse impacts to the landfills that serve the project area. EIR No. 340 for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the landfills. Implementation of SP266S4 does not involve development and will not result in impacts to landfills and no additional mitigation is required.

b) Development of the I-15 Corridor Specific Plan will comply with all federal, state and local statutes and regulations regarding solid waste generation, transport and disposal. Since SP266S4 is only

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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dividing a planning area and does not include a development proposal it will not have any direct impacts. Future development pursuant to SP266S4 will be required to comply with all of these statutes and regulations

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

46. Utilities

a) Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR No. 340

Findings of Fact:

a) The EIR for the Specific Plan specifies that Southern California Edison provides electricity service to the project site from existing facilities on the Specific Plan site. Extensions will have to be made to service the structures proposed for the project. The EIR for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the existing electricity system. Since SP266S4 is dividing a planning area, while retaining the same maximum number of allowable dwelling units it will not result in new impacts upon electrical services above those addressed in the EIR and no additional mitigation is necessary.

b) The EIR for the Specific Plan specifies that Southern California Gas provides natural gas service to the project site. Extensions will have to be made to service the structures proposed for the project. The EIR for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the existing natural gas system. Since SP266S4 is only dividing a planning area, while retaining the same maximum number of allowable dwelling units, it will not result in new impacts above those addressed in the EIR and no further mitigation is necessary.

c) The communications service to the Specific Plan could be provided by A T & T and/or Verizon but would require some offsite facilities and extensions would be required to individual structures. The EIR for the Specific Plan identified several mitigation measures that would avoid adverse impacts to the existing communications system. Since SP266S4 is only a change of boundaries it will not result

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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in new impacts to the communications system above those addressed in the EIR and no additional mitigation is required.

d) Implementation of the proposed Specific Plan will substantially alter the current drainage of the project site by replacing primarily agricultural uses with roadways, walkways, parking, buildings, and residential neighborhoods. Because the majority of the project site is undeveloped land, the impervious surfaces proposed by the project will reduce infiltration of rainfall and increase storm water runoff volumes. The construction of drainage improvements are included as part of the Specific Plan. Several mitigation measures involving the construction of flood control improvements by the Specific Plan were identified within the EIR. SP266S4 will not result in new alterations of the existing drainage patterns above those addressed in the EIR and no additional mitigation will be required.

e) Since SP266S4 is only dividing a planning area it will not require street lights. However, implementation of future development projects in the SP266S4 area would require the construction of street lighting. Street lighting is not normally considered to be harmful to the environment, other than potential aesthetics issues, and no additional impacts will result from the proposed lighting. The potential impact of street lighting upon aesthetics is discussed above in the response to Item 2. No additional mitigation is required.

f) Increased traffic within the Specific Plan area may result in the need for increased roadway maintenance. The EIR identified mitigation measures including payment of fees, some of which would pay for roadway maintenance. Future SP266S4 area projects will be required to comply with applicable mitigation measures and will not result in new impacts to roadway maintenance above that identified in the EIR. No additional mitigation is required.

g) No other governmental services are expected to be required for the project and therefore significant impacts will not occur.

h) Future development on the SP266S4 site will meet all requirements of Title 24 of California Code of Regulations construction for energy savings, but there are no energy conservation plans which would affect the project site. No impacts to energy conservation plans will occur from implementation of SP266S4.

Mitigation: None required for the proposed SP266S4. See EIR No. 340 for applicable mitigation measures for future site development.

Monitoring: None required for the proposed SP266S4. See EIR No. 340 for applicable monitoring requirements for future site development.

MANDATORY FINDINGS OF SIGNIFICANCE

47. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal to eliminate important examples of the major periods of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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California history or prehistory?

Source: EIR No. 340, Staff review, and Application materials

Findings of Fact: The project site is being used for agriculture. Native and sensitive plant communities do not exist on the project site due to the heavy disturbance caused by agricultural operations. No historic or prehistoric sites, that represent important examples of the major periods of California history or prehistory, are known to exist on the SP266S4 site. However, potential impacts regarding these issues were addressed in EIR No. 340. Since SP266S4 is only dividing a planning area within a small area of the I-15 Corridor Specific Plan and as discussed in the checklist above, SP266S4 will have no impacts beyond those addressed in EIR No. 340, and mitigation measures set forth in the EIR will be implemented as part of any future development of SP266S4.

48. Does the project have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)
-

Source: EIR No. 340, Staff Review, and Application materials

Findings of Fact: The proposed project SP266S4 is dividing a planning area within a small area of I-15 Corridor Specific Plan and will not affect short-term environmental goals to the disadvantage of long-term environmental goals beyond those addressed in EIR No. 340, and mitigation measures set forth in the EIR will be implemented as part of SP266S4.

49. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in California Code of Regulations, Section 15130)?
-

Source: EIR No. 340, Staff review, and Application materials

Findings of Fact: The proposed project itself does not have cumulatively considerable impacts as defined above. The EIR for the I-15 Corridor Specific Plan recognized that development of Specific Plan would result in cumulative adverse impacts to the environment. The proposed Specific Plan would result in significant cumulative impacts to air quality and agriculture. The Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for cumulative impacts related consumption of agriculture and air quality impacts on November 2, 1993. SP266S4 will not decrease nor increase the cumulative impacts above those addressed within EIR No. 340 and no additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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50. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Source: EIR No. 340, Staff review, and Application materials

Findings of Fact: The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Potential impacts regarding these issues were addressed in EIR No. 340. SP266S4 will have no impacts beyond those addressed in EIR No. 340, and mitigation measures set forth in the EIR will be implemented as part of SP266S4 area's future development.

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any, EIR No. 340 for the I-15 Corridor Specific Plan

RCIP: Riverside County Integrated Project

Location Where Earlier Analyses, if used, are available for review:

County of Riverside Planning Department
 4080 Lemon Street, 9th Floor
 Riverside, CA 92505