

II. SPECIFIC PLAN

The Section includes the principal elements for Specific Plan 265, Amendment No. 1 (SPA, A1). The contents of this Section have been structured so as to build the discussion from broad general overviews of the project and its various land use components, to very specific details of SPA 265, A1.

Plan Methodology/Development Concept

The French Valley is a picturesque area characterized by rolling terrain bounded by visually prominent hills and rock outcroppings. The area has historically been utilized for dry farming, but is now in the process of transitioning to high quality urban uses.

The introduction of the French Valley Airport, the Southwest Riverside County Justice Center and prospective development within the Airport property provide a strong impetus to the establishment of a substantial commerce and employment center. A primary focus of the original SP 265 was an effort to complement the County's efforts and to develop the premier location for corporate facilities and offices in Southwest Riverside County. This will be accomplished through strict zoning and architectural control and through the introduction of a top-quality landscaping program. Another, more recent focus, is to allow residential development within the southeasterly portion of the SP area due to changes in the French Valley Airport Master Plan.

It is believed that the Project can coexist in a mutually beneficial symbiotic relationship with the Airport and will protect the long-term value and desirability of the Airport through compatible uses. It is also believed that the proposed Project will assist and support the Airport in achieving its ultimate potential, which would include not only the ability to accommodate corporate and private aircraft, but also limited commercial commuter service.

A unique planning element facilitated within SP 265, A1 is the creation of a "corporate airpark". This element of the Project would include a system of private taxiways at the rear of the commercial and industrial lots, permitting individual corporations to store private aircraft off of the Airport on their business sites. The private taxi-way network would connect to on-site Airport taxi-ways at gate-controlled locations.

As with any plan, the circulation system is the critical element in the establishment of a solid land use plan. SP 265, A1 has been designed in conformance with the Circulation Element of the County General Plan to address regional transportation concerns. In addition, a system of local streets has been designed in order to complement regional links and to move project related traffic to these regional links in the most efficient manner possible. SP 265, A1 also includes a revision to the SP Circulation Plan. The amendment proposes to revise the path of Leon Road, from an intended westerly curve in the road about 1000 feet north of Promontory Parkway, which would have eventually become Calistoga Drive, to a new path which proposes to have Leon Road continue southward eliminating the previous connection between Leon Road and Calistoga Drive, instead Leon Road proposes to intersect with, and terminate into, a T-intersection with Promontory Parkway on the east and Calistoga Drive on the west. Borel Road has been re-classified as an Industrial Collector roadway and no longer connects to Promontory Parkway/Calistoga Drive; rather, it follows the proposed Earhart Road general alignment to Leon Road on the eastern portion of the Project site. The Circulation Plan for SP 265, A1 is provided in Section II of this document, Figure II-1, *Circulation Plan*.

SP 265, A1 has been designed to facilitate a development that complements the aesthetic qualities and existing significant open space resources of the French Valley. Architectural materials chosen include those which complement the natural color palette and landscaping materials focus upon indigenous species with low water requirements. In both of these cases, care has been taken to ensure compatibility with aviation activities. Existing drainage courses and riparian corridors will be protected and enhanced. The project's most significant open space feature, the deeply incised natural channel of Tocalota Creek, will be retained.

The most significant aspect of the project is the generation of substantial employment opportunities for a region, which has a severe imbalance of jobs versus housing. The ills of such an imbalance and its concomitant commuting patterns and impacts with respect to traffic, air quality, energy consumption and lost productivity are well known and documented. Implementation of this project is an important step in the transition of Southwest Riverside County from a bedroom community of affordable homes to a balanced community.

Market Objectives

The primary objectives of the original SP 265 were to respond to local and regional market demands for office, commercial, and industrial development and for employment opportunities and to maximize the potential and benefits of the French Valley Airport. These objectives still apply strongly to SP 265, A1.

According to an analysis conducted by URA at the time of the original SP 265, the proposed project will enter the marketplace as a competitor with Rancho California and other similar areas in the general region. A reasonable prospect for its absorption level lies in the range of 16 to 35 acres per year. A strong marketing program, early capture of two or more high profile firms, and competitive land prices are prerequisites for its early success and could result in the projections being exceeded. Targeted industrial space will be more likely to obtain strong market penetration than will a heavy dose of speculative office space.

Specific market objectives for the original SP 265 included:

- Develop a strong local employment base to facilitate a sub-regional balance of jobs and housing opportunities.
- Optimize the utility and benefit of the French Valley Airport and protect its long-term function and viability.
- Design the project in a manner sensitive to and compatible with existing and planned surrounding land uses and significant natural resources.
- Have the capability of responding to changing market conditions with a broad spectrum of commercial, office and industrial product types.
- Establish a sense of identity through coordinated systems of signage, fencing, architecture, landscaping and circulation, as well as the provision of identity nodes and entry statements.
- Attract a mix of commercial uses and employment opportunities that will serve the needs of the region's residents.
- Contribute to the scenic and recreational amenities by providing a recreation and open space system which is both aesthetically pleasing and functional and which complements significant environmental resources.

An additional market objective, which will result from the implementation of SPA 265, A1 is:

- Provide for housing products that are responsive to local needs and market demands.

SP 265, A1 will provide business park, light industrial, commercial office, commercial retail, open space, residential, and recreational uses in response to market and development trends in and around the communities of Murrieta and Rancho California/Temecula.

The specific plan approach to developing the subject site is the preferred planning mechanism. Through the specific plan process, SP 265, A1 will develop in a comprehensive manner that is consistent with the site's unique character while providing an appropriate level of infrastructure and open space considerations tied to regional systems.

SP 265, A1 will provide a diverse, high quality business environment that will be attractive to a broad spectrum of business and commerce.

The following sections describe the overall development programs and standards with respect to land use, public infrastructure improvements and landscape treatments.

Project-Wide Standards

Project-wide development standards for landscaping, architecture and site design shall be applied to implement overall design coordination of development areas within SP 265, A1. Said standards will be applied to all planning areas. These, coupled with architectural/landscape guidelines and a project implementation program, will be the essence of the project-wide level of standards.

The following discussion has been divided into the eleven (11) subsections corresponding to the various design elements to include the following:

- Land Use
- Circulation
- Drainage
- Master Water Plan
- Master Sewer Plan
- Master Phasing Plan
- Open Space and Recreation Plan
- Grading Concept Plan
- Community Phasing Plan
- Maintenance Plan
- Energy Efficiency (PA's 14-17 and 22)

The various land use components that comprise SP 265, A1 include: Business Park, Light Industrial, Commercial Office, Commercial Retail, Residential, Open Space, and Recreation. A description of these land use categories follows.

A. Land Use Plan

SP 265, A1 proposes a combination of business park, light industrial, commercial office, commercial retail, residential, recreational and open space uses. Table I-2, *SP 265, A1 Specific Plan Land Use Summary*, describes the non-residential and residential land uses proposed in SP 265, A1. Figure I-1, *Land Use Plan*, depicts the land uses proposed in SP 265, A1.

1. Business Park**a. Overview**

The Business Park designation comprises 243.1 acres (or 33.9 percent) of the SP 265, A1. The largest concentration of this proposed designation is on the east side of the Airport (Planning Area 2), which will be developed as an "airpark" where private airplane taxi-ways will adjoin rear lot lines, affording direct airport taxi-way access by way of access controlled gates. Within this unit, businesses will be able to establish their buildings in concert with personal aircraft storage facilities. Uses which conflict with the livelihood of the Airport Fixed Base Operator (FBO) or other uses within the Airport proper will not be permitted. The other Planning Area (PA) with the Business Park designation is PA1.

Planning Area 1 is located north of the French Valley Airport and will not have direct contact with aviation activities, but will most likely accommodate high tech industrial and/or research and development uses which require excellent roadway access and a dynamic business environment.

Planning Area 2 is located immediately east of the French Valley Airport. Limited commercial services and multi-tenant facilities will also be appropriate for these areas.

Planning Area 2 will provide the signature element of SP 265, A1, which, for the purposes of this document, is being termed an "Executive Airpark". This land use element is based upon a spinal network of aircraft taxi-ways which abut the rears of most lots in this Planning area and which feed to access points, which facilitate direct access to airport taxiways.

The purpose of this designation is to establish industrial and limited commercial service uses, which are compatible with and appurtenant to airport operations. The designation will cater to users ranging from small commercial service businesses to larger-scale light manufacturing, corporate offices, assembly, research and development, warehousing operations and medical facilities.

Development standards will focus on quality architecture and landscaping, containing operations to enclosed buildings, except for PA7, which will allow outside operation, and the screening of loading, storage and trash enclosure areas from public view. Finally, this area will reflect the aviation emphasis of this vicinity.

b. Business Park Standards

1. A security fence shall be installed around the perimeter of the executive airpark per the requirements of the Airport Land Use Commission and F.A.A. The fencing will be eliminated along the portion of Planning Area 2, which abuts the French Valley Airport. Automatic

security gates shall be placed at each vehicular entry to this Planning Area. The gates will be operated by card-keys and may generate fee revenues for the County of Riverside.

2. Uses, which are competitive with uses or services found within the Airport, shall not be permitted.
3. Planning Area specific standards are provided in Section III, *Development Standards*.
4. Business Park uses shall be developed in accordance with the respective Planning Area standards.
5. Permitted Business Park uses shall include those uses as outlined in Section V, *Zoning Ordinance*.
6. Parking shall be provided as required by the appropriate section of County Ordinance 348.
7. Additionally, up to twenty percent of the total parking count may be sized for compact cars.
8. Building elevations shall include full roof treatments and all mechanical roof mounted equipment shall be shielded from view.
9. Business Park development shall occur consistent with the architectural, site planning, landscaping and signage guidelines specified in Section IV, *Design Guidelines*.
10. Storage areas and trash receptacles shall be located so as not to impose adverse visual, health and noise impacts upon adjoining areas.
11. An environmental assessment shall be conducted for each change of zone, plot plan, conditional use permit, subdivisions, and/or specific plan amendment. Said environmental assessment shall utilize environmental impacts and corresponding mitigation measures addressed in the EIR prepared in conjunction with Specific Plan 265.
12. Final Business Park development plans for each planning area shall be determined through the appropriate development application with site plan design based upon, but not limited to, the following:
 - Adequate availability of service;
 - Adequate access and circulation; and
 - Sensitivity to neighboring land uses and designs through appropriate architectural controls, site plan design/layout and landscaping treatments.

2. Light Industrial

a. Overview

The Light Industrial designation comprises 47.4 acres (or 6.6%) of the SP 265, A1. This land use designation is located in Planning Areas 3 through 7. The purpose of this designation is to establish Light Industrial and limited commercial service uses which are compatible with and appurtenant to Airport operations. The designation will cater to users ranging from small commercial service businesses to larger-scale light manufacturing, corporate offices, assembly, research and development warehousing operations and medical facilities. Compliance with all

Federal, state and local guidelines and requirements for the containment of all stored on-site hazardous materials shall be strictly adhered to.

Development standards will focus on quality architecture and landscaping, containing operations to enclosed buildings, except for PA7 which will allow outside operations, and the screening of loading, storage and trash enclosure areas from public view. Finally, this area will reflect the aviation emphasis of this vicinity.

b. Light Industrial Standards

Planning Area specific standards are discussed in Section III, *Development Standards*, regarding Planning Areas 3 through 7. Planning Areas 3-7 will enjoy a very direct relationship to aviation activities and airport operations. Planning Area 5 is located in higher elevations in the southeasterly portion of the site in order to take advantage of elevated terrain and views over the project, French Valley Airport and the natural visual amenity of Tualota Creek Channel.

1. Light Industrial uses shall be developed in accordance with the respective Planning Area standards.
2. Permitted Light industrial uses shall include those uses as outlined in Section V, *Zoning Ordinance*.
3. Parking shall be provided as required by the appropriate section of County Ordinance 348. Additionally, up to twenty percent of the total parking count may be sized for compact cars.
4. Building elevations shall include full roof treatments and all mechanical roof mounted equipment shall be shielded from view.
5. Light Industrial development shall occur consistent with the architectural, site planning, landscaping and signage guidelines specified in Section IV, *Design Guidelines*.
6. Storage areas and trash receptacles shall be located so as not to impose adverse visual, health and noise impacts upon adjoining areas.
7. An environmental assessment shall be conducted for each change of zone, plot plan, conditional use permit, subdivisions, and/or specific plan amendment. Said environmental assessment shall utilize environmental impacts and corresponding mitigation measures addressed in the EIR prepared in conjunction with Specific Plan No. 265.
8. Final Light Industrial development plans for each Planning Area shall be determined through the appropriate development application with site plan design based upon, but not limited to, the following:
 - Adequate availability of services;
 - Adequate access and circulation; and
 - Sensitivity to neighboring land uses and designs through appropriate architectural controls, site plan design/layout and landscaping treatments.

3. Commercial Office**a. Overview**

The Commercial Office designation is proposed for 86.8 acres, or 12.1 percent, of SP 265, A1. The marketing focus of this designation will be upon attracting high quality corporate offices and headquarters. The areas selected for this designation include prominent visual locations along Winchester Road (Planning Areas 8, 9 and 11).

The design focus of this designation will be upon extremely high quality architecture commensurate with corporate facilities, including innovative design form and materials. Landscape and entry treatments will reflect the goal of establishing the best quality executive office park in Southwest Riverside County.

The scale, bulk and height of buildings, as well as materials choices, will be strictly controlled to ensure compatibility with aviation activities.

b. Commercial Office Standards

Planning Area specific standards are discussed in Section III, *Development Standards*. The design objective of the Commercial Office designation will be to establish a major portion of the visual and architectural image of the project. The focus will be upon progressive, innovative forms of building design, which reflect the quality standards envisioned for this project. The desired users for these project components include corporate headquarters and regional offices.

1. Commercial Office uses shall be developed in accordance with respective Planning Area standards.
2. Permitted Commercial Office uses shall include those uses as outlined in Section V, *Zoning Ordinance*.
3. Parking shall be provided as required by the appropriate section of County Ordinance 348. Additionally, up to twenty percent of the total parking count may be sized for compact cars.
4. Commercial Office development shall occur consistent with the architectural, site planning, landscaping and signage guidelines specified in Section IV, *Design Guidelines*.
5. An environmental assessment shall be conducted for each change of zone, plot plan, conditional use permit, subdivisions, and/or specific plan amendment. Said environmental assessment shall utilize environmental impacts and corresponding mitigation measures addressed in the EIR prepared in conjunction with SP 265, A1.
6. Final Commercial Office development plans for each Planning Area shall be determined through the appropriate development application with site plan design based upon, but not limited to, the following:
 - Adequate availability of services;
 - Adequate access and circulation; and
 - Sensitivity to visual considerations; neighboring land uses and design through appropriate architectural controls, site plan design/layout and landscaping treatments.

4. Commercial Retail**a. Overview**

The Commercial Retail components of SP 265, A1 comprises 65.4 acres, or 9.1 percent of SP 265, A1. Enclaves bearing this designation are planned for several strategic locations in SP 265, A1, but they predominantly along the Winchester Road frontage. Planning Areas 10-13 have a Commercial Retail designation.

The Commercial Retail areas will be targeted for uses, which sustain the other activities within SP 265, A1, and the airport area and which minimize external vehicle trips. Typical uses expected under this category include both sit-down and take-out restaurants, delis and sandwich shops, hotels and motels, printing and copying services, commercial offices and services, medical offices, automobile service stations, commercial recreational facilities such as health clubs and facilities. Commercial uses within Planning Area 10 shall utilize lower intensity uses that are consistent with the policies of the Airport Land Use Commission (ALUC), such as delis/sandwich shops, printing/copying services, commercial offices and services and medical offices. As with the other uses proposed, there will be a strict emphasis on quality architectural design and landscaping.

b. Commercial Retail Standards

Planning Area specific standards for are discussed in Section III, *Development Standards*. Commercial Retail sites will afford excellent potential for service commercial uses for both project-area business and individuals as well as for passers-by. Planning Area 12 adjoins the entrance to the Airport terminal and will be ideally suited for hotels/motels and restaurants, or for high profile airport related business. The quantity and diverse locations proposed for Commercial Retail uses allows a substantial degree of flexibility permitting response to changing market conditions. The commercial component will provide a source of employment for area residents. It is anticipated that the commercial area's absorption rate will be commensurate with the emerging pattern of development in the area.

1. Commercial Retail uses shall be developed in accordance with the standards specific for the respective Planning Area in Section III, *Development Standards*.
2. Permitted Commercial Retail uses shall include those uses as outlined in Section V, *Zoning Ordinance*.
3. Parking shall be provided as required by the appropriate section of County Ordinance 348. Additionally, up to twenty percent of the total parking count may be sized for compact cars.
4. Commercial Retail development shall occur consistent with the architectural, site planning, landscaping and signage guidelines specified in Section IV, *Design Guidelines*.
5. Storage areas and trash receptacles shall be located so as not to impose adverse visual, health and noise impacts upon adjoining areas.
6. An environmental assessment shall be conducted for each change of zone, plot plan, conditional use permit, subdivisions, and/or specific plan amendment. Said environmental

assessment shall utilize environmental impacts and corresponding mitigation measures addressed in the EIR prepared in conjunction with Specific Plan No. 265.

7. Final commercial development plans for each planning area shall be determined through the appropriate development application with site plan design based upon, but not limited to, the following:
 - Adequate availability of services;
 - Adequate access and circulation;
 - Sensitivity to neighboring land uses and design through appropriate architectural controls, site plan design/layout and landscaping treatments.

5. Open Space and Recreation Standards

A neighborhood park will be provided within PA22 and connect to the adjacent residential development (PA's 14-17) via walkways. This Park provides both active and passive recreational opportunities to SP 265 residents. Amenities within the Park shall include, at a minimum:

- A tot lot,
- Restroom facilities,
- Parking lot,
- Shaded picnic areas,
- Dog parks (one for large dogs, one for small dogs), and
- Open turf areas.

Additional facilities are encouraged beyond the previous list of required items for the Neighborhood Park. Access to the recreation center will be limited to residents of SP 265, A1, which will be owned and maintained by the Master Homeowner's Association.

Under SP 265, A1, Planning Areas 18 through 21 and PA 23 are designated Open Space. With the exception of PA's 18 and 21, these Planning Areas were designated Open Space under the original SP 265. PA's 19 and 21 were changed to Open Space as a result of the HANS process undertaken on the southeasterly portion of SP 265, A1 to all for the clustered residential development. The MWD easement (PA23) has been reduced in acreage from the original SP 265, as portions were incorporated into PA's 19 and 21. Approximately 133.8 acres are designated either Open Space, Open Space – Conservation, in SP 265, A1. Development Standards for these Planning Areas are described in detail in Section III, Development Standards of this SP 265, A1. Design Guidelines are contained in Section IV, Design Guidelines. It should be noted that the text for the Development Standards and the text and graphics for the PA's 18, 20 and 23 from the original SP 265 have been incorporated into this document, SP 265, A1. Since PA's 19 and 21 will be subject to new text and graphics in Section III, *Development Standards* and Section IV, *Design Guidelines*.

1. Where appropriate, conservation easements will be required during the Tentative Map process to preserve natural drainages.
2. Developer will pay fees pursuant to the Quimby Act, as adopted by Riverside County Ordinance No. 460. In lieu of paying fees, developer is encouraged to obtain credit for providing land and/or improvements for recreational facilities.

3. All primary recreation facilities within the community shall be constructed by the Master Developer or the responsible public agency. Neighborhood recreation areas within residential planning areas shall be constructed by the builder.
4. All on-site recreation amenities shall be maintained by the appropriate entity, as identified in Table II- 4, *Maintenance Plan Summary*.
5. All recreational facilities within the community shall be drought-tolerant, water-efficient, and conform to the regulations set forth in County Ordinance No. 859.
6. Landscaping within recreation and open space areas will be further governed by Section IV, *Design Guidelines* of SP 265, A1.
7. All tot lots shall include architectural or mechanical shade structures that will shade all play equipment for the majority of the day.

6. Residential

a. Overview

Residential planning areas account for 57.7 acres of the Specific Plan Land Use Plan and provide for 269 dwelling units at a net target residential density of 0.35 dwelling units per acre over the entire SP 265, A1. Planning areas are defined as neighborhoods that provide for one residential project type and are discussed in greater detail in Section III, Planning Area Development Standards. In conformance with Project goals, a variety of housing styles, sizes, and values are included, appealing to a range of future residents. The Specific Plan Land Use Plan provides a variety of residential land use densities and allows for varying housing opportunities as described below:

- **Medium Density Residential (2-5 du/ac):** A total target of 94 Medium Density Residential dwelling units are planned on 28.7 acres of land at an average density of 3.3 dwelling units per acre in Planning Areas 14 and 17. This density range provides for single-family detached residences. Home types within this residential density range may consist of, but not be limited to, dwelling units such as:
 - Single-Family Detached: Traditional.
- **Medium High Density Residential (5-8 du/ac):** A total target of 175 Medium High Density Residential dwelling units are planned on 29 acres of land at an average target density of 6.0 dwelling units per acre in Planning Areas 15 and 16. This density range provides for single-family detached residences. Home types within this residential density range may consist of, but not be limited to, dwelling units such as:
 - Single-Family Detached: Zero Lot Line.
 - Single-Family Detached: Traditional.

b. Residential Land Use Development Standards

To ensure the orderly and sensitive development of land uses proposed for SP 265, A1, development standards have been prepared for each planning area, which will assist in

efficiently implementing the proposed development. In addition to these specific standards, Project-wide development standards also have been prepared to complement the diverse conditions within each planning area. These general standards are as follows:

1. SP 265, A1 shall be developed with a maximum of 269 dwelling units on 57.7 acres, as illustrated on Figure I-1, *Specific Plan Land Use Plan*. A target number of dwelling units is specified for each residential planning area.
2. Development standards are in accordance with Riverside County Ordinance No. 348 and the SP 265, A1 Zoning Ordinance. Development standards are also defined by Specific Plan objectives; the Specific Plan design guidelines; and future detailed development proposals including subdivisions, plot plans, and/or conditional use permits.
3. As a requirement of the California Solid Waste Reuse and Recycling Act of 1991, SP 265, A1 shall provide adequate areas for collection and loading recyclable materials.
4. Standards regarding landscaping, and other related design elements will conform to Ordinance No. 348 of the County of Riverside and this Specific Plan. In addition, a Specific Plan Zoning Ordinance for Specific Plan will be recorded concurrently with SP 265, A1.
5. Development of the property shall be in accordance with the mandatory requirements of all Riverside County ordinances including Ordinance Nos. 348 and 460. SP 265, A1 conforms to State laws.
6. Common areas identified in the PA's 14-17 of SP 265, A1 shall be owned and maintained as follows:
 - A permanent master maintenance organization shall be established for the Specific Plan area to assume ownership and maintenance responsibility for all common open space, common slopes, water quality basins, the recreation center, and landscaped areas.
 - Unless otherwise provided for in these standards, common areas shall be conveyed to the maintenance organization concurrent with the approval of an implementing development or a conveyance subdivision is recorded.
 - The maintenance organization shall be established prior to, or concurrent with, approval of the first tract map or issuance of any building permit for any approved development permit. The ownership and maintenance responsibility shall be identified for each open space lot at the time Tentative Subdivision Maps are approved.
7. Prior to issuance of a building permit for construction of any use contemplated by this Specific Plan approval, the applicant shall first obtain clearance from the County of Riverside Planning Department verifying that all pertinent conditions of Specific Plan approval have been satisfied for the phase of development in question.
8. A review in compliance with the California Environmental Quality Act (CEQA) shall be conducted to determine potential environmental impacts resulting from each tract, change of zone, plot plan, specific plan amendment, or any land use application required to implement SP 265, A1.
9. Lots created pursuant to any subsequent tentative maps shall be in conformance with the development standards of the Specific Plan zone herein applied to the property.

10. Development applications, which incorporate common areas, shall be accompanied by design plans for the common areas, specifying location and extent of landscaping, irrigation systems, structures, and circulation (vehicular and pedestrian).
11. If necessary, roadways, infrastructure, and facilities may be coordinated by and paid for through an assessment or community facilities district or community service area to facilitate construction, maintenance, and management.
12. Final development densities for each planning area shall be determined through the appropriate development application up to the maximum dwelling units identified in the SP 265, A1 based upon, but not limited to, the following: a) adequate availability of services; b) adequate access and circulation; c) innovation in building types and design; d) sensitivity to landforms; e) sensitivity to neighborhood design through lot and street layouts; and, f) the density range permitted by the designation. Anything over or under the range will require a Specific Plan Amendment.
13. Areas designated as open space that will be conveyed within parcel boundaries to individual property purchasers shall be deed restricted so as to create open space easements and prohibit grading, construction, or other development activity in such open space.
14. Designation, dedication and/or payment of fees for parkland/open space will be based on the final number of dwelling units and corresponding population generated by each pertinent tract within SP 265, A1 (as adopted by the Riverside County Board of Supervisors, unless otherwise amended) and will satisfy both County and State requirements for parkland. The acreage is set forth on Figure II-8, *Open Space and Recreation Plan*, Table II-2, *Open Space and Recreation Land Use Summary*, and Table II-3, *Quimby Act Required Parkland*.
15. Prior to the issuance of building permits, improvement and irrigation plans for adjacent common areas shall be submitted for Planning Department approval. Irrigation plans shall be certified by a landscape architect.
16. Landscaping within the community shall conform to the Design Guidelines contained in Section IV of SP 265, A1 and be drought-tolerant, water-efficient, and conform to the regulations set forth in County Ordinance No. 859.
17. For the security and safety of future residents, the applicant and/or developer shall incorporate the following design concepts within each individual tract:
 - Circulation for pedestrians, vehicles, trash trucks, fire trucks and police patrols.
 - Lighting of streets and walkways.
 - Visibility of doors and windows from the street and between buildings, where practical.
 - Fencing heights and materials, which are the developer's responsibility.
18. The following crime prevention measures shall be considered during site and building layout design, in addition to those above, for the security and safety of future residents:
 - Addresses which light automatically at night.
 - Special lighting requirements or kiosk signage for any buildings that are grouped in such a way that individual addresses are difficult to read.
 - Front doors into residences that front toward or are visible from the street and allow for easy drive-by surveillance by law enforcement personnel, where practical.

19. Development within the community shall conform to Title 24, Chapter 2-71, of the California Administrative Code to ensure accessibility to handicapped individuals.
20. A master property owners' association (if formed) shall be charged with the unqualified right to assess their own individual owners who own individual units for reasonable maintenance and management costs, which shall be established and continuously maintained.
21. Construction of certain public facilities and infrastructure requirements (such as water lines, roadways, etc.), as well as payment of County fees, may be financed through an assessment district (AD) or a community facilities district (CFD).
22. All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 787, subject to approval by the Riverside County Fire Department. Fire flows over 3,000 gallons per minute (gpm) shall be for three (3) hours duration.
23. Drainages on site shall be conserved either within an open space easement on individual residential lots, or by placing these drainage areas within a separate parcel to be maintained by the Master Homeowners' Association or County Flood Control District. The mechanism and requirements for preserving blue line streams and other natural drainage courses on the community shall be as determined by the result of the permitting processes required by Section 404 of the Clean Water Act and/or Section 1603 of the California Fish and Game Code.

B. Circulation Plan**1. Vehicular Circulation Plan**

The primary roadway network within and on the perimeter of SP 265, A1 encompasses approximately 77.8 acres of roadway. People and goods will be circulated through a backbone system of local and collector roadways, which will carry on-site traffic to arterials and state Highway 79 (Winchester Road).

SP 265, A1 will be accessible via a number of arterial routes, as illustrated in Figure II-1, *Vehicular Circulation Plan*. The primary regional arterials, which will provide access to the project include Winchester Road on the north and south, Auld Road on the east, Borel Road on the west, and Benton Road and Leon Road on the east.

Existing and planned arterial rights-of-way will be used throughout the project to the greatest extent possible.

SP 265, A1 includes the deletion of the Borel Road crossing of Tualota Creek and re-aligns Borel Road along the prior alignment of a road identified in the original SP 265 as Earhart Road. Borel Road will assume this alignment on the westerly side of Tualota Creek and will ultimately intersect with Leon Road on the westerly boundary of SP 265, A1. Borel Road has been re-classified as an Industrial Collector roadway. Calistoga Drive, Promontory Parkway, Calistoga Drive Roundabout, Local Streets, and cul-de-sacs have been added as part of SP 265, A1.

The following section establishes design standards for highways, roads and streets. Most roadways within SP 265, A1 will be permitted wherever appropriate in accordance with County Transportation Department and Fire Department Standards.

Figure II-1, *Vehicular Circulation Plan*

2. Vehicular Circulation Development Standards

Figure II-2a, *Roadway Cross-Sections*, depicts the road types, as listed in the Standards, below:

- a. Urban arterial improvements shall be based on a 134-foot right-of-way (ROW), a curb-to-curb width of 110 feet, and 14-foot center median and 12-foot parkways on each side. An urban arterial will have six through lanes, with sufficient ROW to accommodate turn pockets and right-turn lanes. There is an additional 25-foot transportation setback, per the adopted Southwest Area Plan.
- b. Major highway improvements shall be based on a 100-foot ROW, a curb-to-curb width of 76 feet with a 12-foot painted median and two 12-foot parkways. An additional 4-foot parkway on each side will accommodate meandering walks and plantings, which will be maintained by the CSA or other maintenance entity approved by the County. A major highway will provide for four through travel lanes and sufficient right-of-way for turn pockets and right-turn lanes.
- c. Secondary highway improvements shall be based on an 88-foot ROW, which has a curb-to-curb width of 64 feet (no median), and two 12-foot parkways. An additional 4-foot parkway, on each side of the roadway (outside of the ROW), will accommodate 6' wide (maximum) meandering walks, which may meander within both the 12' parkway and the additional 4' parkway (outside of the ROW) and plantings, which will be maintained by the CSA, or other maintenance entity, approved by the County. Four through travel lanes with capability for left turn pockets and right-turn lanes will be facilitated.
- d. Industrial collector road improvements shall be based on a 78-foot ROW, a curb-to-curb width of 56 feet, two 11-foot parkways and a 12-foot median. An additional 5-foot parkway on each side will accommodate 6' maximum meandering walks and plantings, which will be maintained by a CSA, or other maintenance entity, as approved by the County. Two travel lanes will be provided.
- e. Local collector road improvements shall be based on a 66-foot ROW, a curb-to-curb width of 44 feet and two 11-foot parkways. An additional 5-foot parkway on each side shall be provided for 6' maximum meandering walks and planting, which will be maintained by a CSA, or other maintenance entity, as approved by the County. Two travel lanes will be provided.
- f. SP 265, A1 shall incorporate a collector system. This will facilitate efficient traffic movement onto the major circulation network. Said road improvements shall be determined at the tentative subdivision stage based upon the Riverside County Transportation Department review and recommendation.
- g. Cul-de-sacs shall not exceed 1,320 feet in length to facilitate emergency access, except where approved by the Transportation and Fire Departments.
- h. Adjacent intersections along the same street, but on opposite sides, shall be offset a minimum of 200 feet centerline to centerline on collector and local streets.
- i. Streets shall intersect at as near to a right angle as possible, and at not more than a 5 degree skew, as approved by the Transportation Department.

- j. Circulation design standards for project area development are as follows:
- Traffic aisles, which interconnect parcels, are desirable. However, the aisles shall have sufficient turns so that "through street" effects do not exist. Long stretches of straight travel way invite higher speeds. The maximum length of straight travel ways shall not exceed 400 feet when possible.
 - Access roads and/or driveways shall be located at least 200 feet apart and at least 200 feet from the nearest intersection.
 - Driveways for commercial uses shall be curb-return type with a radius of 35 feet.
 - Driveways for industrial and office uses may be curb-return type with a radius of 35 feet or drive approach type. See Standards 207 and 805 of Ordinance 461.
 - Driveways shall be at least 28 feet wide and preferably 30 to 35 feet wide, so that an entering vehicle does not interfere with an exiting vehicle.
 - The first parking stall which is perpendicular to a driveway, or first aisle juncture, shall be based on design criteria as approved by the Transportation Department during the development stage to provide an adequate off-street queuing area.

Figure II-2a, *Roadway Cross-Sections*

3. Residential Vehicular Circulation Plan

As stated above, the circulation network accounts for approximately 77.8 acres, and is designed to adequately facilitate vehicular travel throughout SP 265, A1. The following is a summary of the on-site roadways that will provide access and circulation to the southeasterly portion of SP 265, A1 for the residential (PA's 14-17) and Neighborhood Park. Figures II-2b and II-c, *Residential Roadway Cross-Sections*, depicts the road types.

Figure II-2b, *Residential Roadway Cross-Sections*

Figure II-2c, *Residential Roadway Cross-Sections*

4. Residential Vehicular Circulation Development Standards

- a. The SP 265, A1 Circulation Plan provides a traffic design that meets the needs of the community. Roadway improvements, depicted on Figure II-1, *Vehicular Circulation Plan*, will be constructed in accordance with the conceptual phasing plan depicted in Figure II-10, *Conceptual Phasing Plan*.
- b. Landscape requirements shall be in accordance with the Roadway Landscape Treatments as depicted in Section IV, *Design Guidelines*.
- c. All roads within the SP 265, A1 boundary shall be constructed to appropriate County full or half-width standards in accordance with Ordinance Nos. 460 and 461 as a requirement of the implementing subdivisions for the Specific Plan Amendment subject to approval by the Director of Transportation.
- d. The community shall comply with the conditions and requirements set forth by the County Transportation Department.
- e. Any implementing application for any subdivision within the Specific Plan boundary shall cause the design and construction of the Specific Plan's 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.
- f. All typical sections shall be per SP 265, A1, or as approved by the Transportation Department.
- g. All intersection spacing and/or access openings shall be per Standard 114, SP 265, A1, or as approved by the Transportation Department.
- h. No driveways or access points as shown in this Specific Plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the street's classification.
- i. Circulation facilities will be maintained by the Riverside County Transportation, Department, Flood Control District, or by a private maintenance organization.
- j. Any landscaping within public road rights-of-way will require approval by the Transportation Department and the Planning Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism.
- k. No textured pavement accents will be allowed within County right of way. Striping will be used at pedestrian crossings to create contrast and enhance safety.
- l. No tract entry monuments or identification signs shall be permitted in the public right-of-way.
- m. No cul-de-sac streets shorter than 150 feet measured to the center of the bulb are permitted. Also, no cul-de-sac streets longer than 1,320 feet measured to the center of the bulb are permitted.

5. Residential Non-Vehicular Circulation Plan**a. Description**

As illustrated on Figure II-3, *Residential Non-Vehicular Circulation Plan*, a comprehensive trail system is planned within PA's 14-17, connecting the residential neighborhood to one another, as well as to the Neighborhood Park. There are two types of pedestrian pathways – a D.G. pathway and sidewalks. The D.G. Park pathway connects the three (3) separate, yet cohesively planned Park areas, adjacent residential Planning Areas, as well as the Open Space – Conservation Areas in PA's 19 and 21. The pathway will be a minimum of 8 feet in width as depicted on Figure II-4, *Trail Cross Section*. Sidewalks are provided along all roadways. The sidewalks will be a minimum of 5 feet in width.

6. Residential Non-Vehicular Circulation Development Standards

1. All trails provided as a part of the Trails System Plan shall be developed pursuant to the Design Guidelines contained in Section IV, *Design Guidelines*.
2. All sidewalks shall be developed pursuant to Figure II-4, *Residential Trail Cross-Sections*.
3. Trails shall be reviewed and approved by the Riverside County Department of Parks and Recreation and/or the Riverside County Economic Development Agency.
4. Connections from trails to sidewalks shall be provided where feasible to promote pedestrian connectivity in the community.

Figure II-3, *Residential Non-Vehicular Circulation Plan*

Figure II-4, *Residential Trail Cross-Sections*

C. Drainage Plan**1. Overview**

The drainage system shall be designed in accordance with the standards of the Riverside county Flood Control and Water Conservation District. The primary flow of drainage within the proposed plan will be directed to the south, as illustrated in Figure II-5, *Master Drainage Plan*.

In general terms, on-site drainage will be conveyed along the project's roadway network to natural drainage courses. Specifically, on-site drainage will be conveyed to Tocalota Creek (in the southeast portion of the site) and to two tributaries of Warm Springs Creek (for the remainder of the site).

2. Drainage Development Standards

- a. Major floodplains within the project shall be improved as required by the Flood Control and Water Conservation District and the FEMA organization.
- b. The circulation system shall be designed to compensate for drainage impacts in accordance with the Flood Control and Water Conservation District and Transportation Department Standards.
- c. Where possible, parks or open space uses should be designed adjacent to floodways for open space and recreation consideration.

3. Residential Drainage Development Standards

The following standards shall apply to PA's 14-17 and 22:

- a. All drainage facilities will be designed and constructed in accordance with the Riverside County Flood Control and Water Conservation District (RCFC&WCD) standards and specifications.
- b. Drainage facilities will be subject to the review and approval of RCFC&WCD.
- c. Eastern Municipal Water District (EMWD) will review the design of drainage facilities in conjunction with their review of the sewer and water facilities to ensure that there are no design conflicts between the proposed utilities.
- d. The capital cost of all on-site facilities will be the responsibility of the applicant. Such facilities will be dedicated to RCFC&WCD, a Homeowners Association (if private system), or County Service Area for maintenance and operations.
- e. All areas within the Specific Plan area will be required to prepare a Water Quality Management Plan (WQMP) and a Storm Water Pollutant Prevention Plan (SWPPP) in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) standards. Any industrial developments will require an additional SWPPP to operate.

- f. All projects proposing construction activities including: clearing, grading, excavation that results in the disturbance of at least one acre total land area, or activity which is part of a larger common plan of development of one acre or greater, shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site detention; water quality basins; covered storage of all outside facilities; vegetated swales; monitoring programs; etc.

Figure II-5, *Master Drainage Plan*

D. Master Water and Sewer Plans**1. Overview**

SP265, A1 shall be provided with sanitary sewer and domestic water facilities. The water and sewer facilities plan shall generally conform to Figure II-6, *Potable Water Plan*, and Figure II-7, *Master Sewer Plan*. The proposed water and sewer improvements will be located primarily within existing and proposed road rights-of-way within the project boundary. A number of major water and sewer improvements will be required to augment existing systems and those being developed through Assessment District No. 161 (Winchester Properties) and Assessment District No.6 (Dutch Village).

2. Master Water and Sewer Plan Development Standards

The following general standards shall apply to development of water and sewer facilities. The precise sizing may vary based upon final design requirements.

- a. All water and sewer lines shall be placed underground consistent with applicable agency standards.
- b. The infrastructure system will be installed to the requirements and specifications of the Eastern Municipal Water District.
- c. A Community Facilities District or Assessment District shall be provided to manage development of the regional level water and sewer improvements.
- d. Water and sewer facilities shall tie into and expand the Eastern Municipal Water District's water and sewer master plan.
- e. User fees shall be paid to offset capacity related impacts at the development phase.

3. Residential Potable Water Development Standards

The following standards shall apply to PA's 14-17 and 22:

- a. All water facilities will be designed and constructed in accordance with Eastern Municipal Water District's (EMWD) standards and specifications.
- b. Potable and recycled water facilities constructed to serve the community will be dedicated to EMWD for ownership, maintenance and operation.
- c. The capital costs for the onsite facilities to serve the community will be the responsibility of the developer. Onsite facilities will be built with the construction phases of the planning areas.
- d. Public water facilities will be located to meet EMWD and County of Riverside's standards.
- e. Water facilities will conform to Riverside County Health Department and the State of California Department of Public Health Standards.

4. Residential Sewer Development Standards

- a. All sewer facilities will be designed and constructed in accordance with EMWD's standards and specifications.
- b. Facilities constructed to serve the community will be dedicated to EMWD for ownership, maintenance and operation.
- c. The capital costs for both onsite and offsite facilities to serve the community will be the responsibility of the developer.
- d. Sewer facilities will be located to meet EMWD and County of Riverside's standards.
- e. Sewer facilities will conform to the State of California Department of Public Health and the local Utility Purveyor's standards.

Figure II-6, *Potable Water Plan*

Figure II-7, *Master Sewer Plan*

E. Open Space Plan and Other Uses**1. Overview**

Open Space areas (exclusive of PA's 19, 21 and 22, discussed below) comprise 39.5 acres, or 5.5 percent, of SP 265, A1; roadways consume 77.8 acres (10.8 percent). Open Space areas include the deeply incised bed of Tocalota Creek, the Metropolitan Water District (MWD) easement along the southeasterly project periphery, and a substantial blueline streambed in the triangular area formed by Thompson Road, Clinton Keith Road and Winchester Road.

Streambed and riparian vegetation protection will be the primary planning focus within areas designated as Open Space, in cooperation with the state Department of Fish and Game, the U.S. Army Corps of Engineers, and the Federal Environmental Protection Agency. The Tocalota Creek bed will also contain an open recreational hiking trail network available to project users and surrounding residential.

2. Open Space and Recreation Development Standards

Open space and recreation areas incorporate a project total of 138.7 acres and include two significant drainage courses. The deeply incised channel of Tocalota Creek has significant wildlife, vegetative and visual value. The creek is also home to coastal sage scrub vegetation, which accommodates black-tailed gnatcatcher nesting and two ponds which host the western pond turtle. This resource will be preserved in place and will contain a recreational hiking trail to allow public enjoyment of this unique setting.

A major unnamed blue-line tributary to Warm Springs Creek crosses the northern portion of the project between Planning Areas 1 and 10. This riparian area will also be preserved. The Southwest Are Plan has designated this drainage course as a recreation corridor.

- a. Open space and recreational facilities shall be developed in accordance with SP 265, A1.
- b. Permitted uses shall be identified in the Zoning Ordinance.
- c. All implementing development plans for the open space and recreation areas shall be reviewed by the Riverside County Planning Department for conformance with the applicable elements of the S1 265, A1 Landscape Guidelines contained herein.
- d. All recreation areas shall be fitted with facilities that are appropriate for the level of recreation in question.

3. Residential Open Space Overview

As shown in Figure II-8, *Open Space and Recreation Plan*, SP 265, A1 provides for public recreational opportunities for the residents of Planning Areas 14-17. As summarized in Table II-1, *Open Space and Recreation Land Use Summary*, a total of 99.2 acres are dedicated to open space and recreational uses (PA’s 19, 21 and 22).

**Table II-1
Open Space and Recreation Land Use Summary**

Planning Area	Land Use	Acreage
PA 19	Open Space – Conservation	67.7
PA 21	Open Space – Conservation	26.6
PA 22	Open Space – Recreation (Neighborhood Park)	4.9
TOTAL		99.2

Riverside County requires 5.0 acres of developed parkland per every 1,000 residents to satisfy Quimby Act requirements (Riverside County Ordinance No. 460). Population projections are calculated by using the generation rates set forth in the Riverside County General Plan and Riverside County Ordinance No. 460, Section 10.35. SP 265, A1 provides for 269 dwelling units and will therefore result in a population of approximately 810 residents. Therefore, the community is required to provide 4.05 acres of parkland as depicted below in Table II-2, *Quimby Act Required Parkland*. SP 265, A1 will provide a 4.9 acre Neighborhood Park in PA 22.

**Table II-2
Quimby Act Required Parkland**

Type	DUs	Average House Size	Population	Assessment Factor (acre/resident)	Required Quimby Acres
Single-Family Units	269	3.01	810	5/1,000	4.05
Totals:	269		810		4.05

Credits toward fulfilling Riverside County Park and Recreation fees and dedication requirements were determined in accordance with the specifications as stipulated in Riverside County Ordinance 460 (Section 10.35.l.7.d).

The following is the formula use to determine the recreational facilities generated by a Project residential population of 810 residents, at 5 acres per 1,000 residents:

$$269 \text{ units} \times 3.01 \text{ persons/house} = 810 \text{ residents}$$

$$(810 / 1000) \times 5 = 4.05 \text{ acres}$$

A neighborhood park will be provided within PA22 and connect to the adjacent residential development (PA’s 14-17) via walkways (reference Figures II-3, *Residential Non-Vehicular Circulation Plan*, III-29, Planning Area 22: *Open Space-Recreation*, IV-39, *Conceptual Landscape Plan*, and IV-77, *Residential Park Plan*). This Park provides both active and passive

recreational opportunities to SP 265, A1 residents. Amenities within the Park shall include, at a minimum:

- A tot lot,
- Restroom facilities,
- Parking lot,
- Shaded picnic areas,
- Dog parks (one for large dogs, one for small dogs), and
- Open turf areas.

Additional facilities are encouraged beyond the previous list of required items for the Neighborhood Park.

4. Residential Open Space Development Standards

- a. Where appropriate, conservation easements will be required during the Tentative Map process to preserve natural drainages.
- b. Developer will pay fees pursuant to the Quimby Act, as adopted by Riverside County Ordinance No. 460. In lieu of paying fees, developer is encouraged to obtain credit for providing land and/or improvements for recreational facilities.
- c. All primary recreation facilities within the community shall be constructed by the Master Developer or the responsible public agency. Neighborhood recreation areas within residential planning areas shall be constructed by the builder.
- d. All recreational facilities within the community shall be drought-tolerant, water-efficient, and conform to the regulations set forth in County Ordinance No. 859.
- e. Landscaping within recreation and open space areas will be further governed by Section IV, *Design Guidelines* of SP 265, A1.
- f. All tot lots shall include architectural or mechanical shade structures that will shade all play equipment for the majority of the day.

Figure II-8, *Open Space and Recreation Plan*

F. Grading Plan**1. Overview**

Mass grading and remedial earthwork will be required for a majority of the project site. The original quantity of earthwork for SP 265 required has been estimated at 5,829,000 cubic yards of raw cut and 4,995,000 cubic yards of raw fill, for a total of 10,824,000 cubic yards of grading. Figure II-9, *Conceptual Grading Plan*, illustrates the general grading concept for the project. Actual detailed grading plans will be developed during the mapping and development stages. A concerted attempt will be made to balance the earthwork quantities for each individual planning area.

2. Grading Development Standards

The following standards shall apply to all graded areas within SP 265, A1:

- a. Prior to commencing any grading, including clearing and grubbing, approval shall be obtained from Riverside County Building and Safety and any permits required shall have been issued.
- b. All grading shall conform to the recommendations of the preliminary soils report filed with grading plans.
- c. All grading shall conform to County grading standards as applied through directives of the Director of Building and Safety.
- d. Grading shall conform to the following County hillside development standards:
 - All cut and/or fill slopes or individual combinations thereof which exceed ten feet in vertical height shall be modified by an appropriate combination of a special terracing (benching) plan, increased slope ratio, retaining walls and/or slope planting combined with irrigation.
 - A slope stability report shall be submitted with all subdivisions creating slopes in excess of ten feet in vertical height.
 - All driveways shall not exceed an average grade of 15% unless otherwise approved by the Building and Safety Department and Riverside county Fire Department.
- e. Prior to the application for a grading permit, a tentative subdivision map shall have been submitted and approved for recordation by Riverside County. The tentative map shall include in its application, a conceptual grading plan, which conforms to Riverside county Ordinance 460. This grading plan shall be used as a guideline for subsequent detailed grading plans of individual phases of development and shall include the following:
 - Techniques, which will be utilized to prevent erosion and sedimentation during and after the grading process.
 - Identification techniques, which will be utilized in areas, which may be graded during the rainy months.
 - Preliminary pad and roadway elevations.
- f. All manufactured slopes exceeding ten feet in vertical height shall be graded incorporating the following techniques:

- The angle of the graded slope interfacing a natural slope shall be gradually adjusted to the angle of the natural terrain.
 - Angular forms along exterior view areas shall be discouraged. The graded form of exterior view slopes shall create the appearance of rounded terrain whenever feasible.
 - Where the toe of the slope exceeds 300 feet in straight horizontal length, the toe of the slope shall be curved in an undulating fashion.
- g. Natural features such as specimen trees and significant rock outcroppings shall be shown on final grading plans.
- h. Graded, but undeveloped, land shall be maintained in a weed-free condition and shall be planted with interim landscaping or provided with other erosion control measures as approved by the Director of Building and Safety.
- i. Every effort shall be made to balance cut and fill quantities for each individual project or phase to minimize import/export and stockpiling of soil.

3. Residential Grading Development Standards

The following standards shall apply to PA's 14-17 and 22:

All grading activities shall conform to Riverside County Standards and shall meet the requirements of the California Building Code, Riverside County General Plan, Riverside County Ordinance 457 and all other laws, rules and regulations governing grading in Riverside County. If Riverside County requirements conflict with the Conceptual Grading Plan, the Riverside County regulations shall take precedence.

- a. Prior to any development within any area of SP 265, A1, an overall Conceptual Grading Plan for the portion in process shall be submitted for Planning Department approval. The Grading Plan for each such area shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that area, and shall include preliminary pad and roadway elevations.
- b. All grading-related mitigation measures outlined in the Project's EA shall be implemented in accordance with county ordinances or regulations in place at the time of the site development.
- c. Unless otherwise approved by Riverside County, all cut and fill slopes shall be constructed at inclinations of no steeper than two (2) horizontal feet to one (1) vertical foot.
- d. A grading permit shall be obtained from Riverside County, prior to grading.
- e. Soil stabilizers should be used to control dust as required by SCAQMD, Rule 403.
- f. Erosion control practices shall be implemented during grading activities.
- g. The grading contractor shall be required to obtain an encroachment permit from Riverside County Flood Control and Water Conservation District (RCFC&WCD) or the Metropolitan

Water District (MWD) prior to entering any right-of-ways, which belong to RCFC&WCD or MWD.

- h. All National Pollutant Discharge Elimination System (NPDES) stormwater and water quality regulations in place at the time of site development shall be implemented.

All projects proposing construction activities including: clearing, grading, or excavation that results in the disturbance of at least one acre of total land area, or activity which is part of a larger common plan of development of one acre or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within specific plan boundaries shall be subject to future requirements adopted by the County/City to implement the NPDES program.

Figure II-9, *Conceptual Grading Plan*

G. Master Phasing Plan

1. Overview

Generally, the build-out of a specific plan takes approximately eight years from the time of adoption by the County Board of Supervisors. In the case of SP 265, A1, the timing for ultimate build-out will likely be longer for a number of reasons. First, the commercial and industrial market in Southwest Riverside County is very volatile and susceptible to market fluctuations. Second, economic analysis for the project indicates absorption of only 35 acres per year; however, it is indicated that this could be increased significantly based on successful, aggressive marketing. Finally, the massive need for major regional infrastructure improvements to accommodate project and surrounding development will predicate a long-term public financing approach based upon steady, deliberate growth.

Figure II-10, *Conceptual Phasing Plan*, and Table II-3, *Phasing Plan* illustrate a conceptual phasing schedule for SP 265, A1, based upon the considerations indicated above. The phasing schedule shown is more aggressive than available market projections. According to the market study prepared by Urban Research Associates, a project of this magnitude would typically require 35 years for total project absorption. However, it has been projected that with mass marketing of the project and establishment of key major tenants, the SP265, A1 could reach absorption within ten years. PA’s 14-17, 19, 21 and 22 shall be built in Phase I.

**Table II-3
Phasing Plan**

Phase	Year	Industrial Park (Ac)	Restricted Light Industrial (AC)	Office Park (Ac)	Commercial (Ac)
I	1992	34.40	61.40	90.30	60.10
II	1996	- -	90.60	- -	13.20
III	2000	222.10	- -	- -	- -
IV	2004	58.40	7.20	34.40	34.80

The thrust of the phasing program is to provide flexibility in order to deal effectively with dynamic market trends and conditions. Each of the four phases correspond to areas that can stand alone in terms of balancing grading quantities and provide adequate infrastructure. Because development within each phase is infrastructure dependent, development within phases can occur concurrently or out of sequence, provided that infrastructure has been constructed to service each phase at the time of development.

Additionally, in conjunction with the Specific Plan, the project proponent has filed the Borel Airpark Center Community Facilities District (CFD). Said CFD will provide a funding mechanism to accomplish the construction of infrastructure improvements in a comprehensive manner. Should the CFD prove successful, it is anticipated that the project phasing will be coordinated with the phasing of planned improvements within the CFD.

2. Master Phasing Development Standards

- a. Grading, drainage facilities, water and sewer facilities and roads shall be provided at adequate levels to accommodate development in each phase in accordance with County requirements as implemented through Conditions of Approval for tentative subdivision maps, plot plans and conditional use permits.
- b. Phases shall develop in accordance with market conditions and infrastructure timing considerations.
- c. Phases may develop concurrently or out of sequence provided that there is adequate infrastructure available to service that phase of development at the time of development.
- d. Entry statements and landscape buffers shall be phased concurrently with individual planning areas, which include those amenities and design features.

3. Residential Phasing Development Standards

The following standards shall apply to PA's 14-17 and 22:

- a. Prior to any recordation of any final subdivision map, final improvement plans for the respective landscaped areas and/or plans to mitigate an environmental impact for the respective tract, shall be submitted to the County Planning Department for approval. The improvement plans shall include:
 - Final Grading Plans
 - Final Drainage Plans
 - Irrigation Plans (certified by a landscape architect)
 - Fence Treatment Plans
 - Special Treatment/Buffer Area Treatment Plans
 - Walls and Fencing Plan
 - Landscape Plans (with seed mixes for mulching, staking methods, and locations, type, size, and quantity of plant materials)
- b. Development of each phase shall include development of internal common open space areas, trails and applicable infrastructure.
- c. Construction of the development, including recordation of final subdivision maps, may be done progressively in stages, provided vehicular access, facilities, and infrastructure are constructed to adequately service the dwelling units or as needed for public health and safety in each stage of development and further provided that such phase of development conforms substantially with the intent and purpose of this community's Phasing Program.
- d. The phasing sequence described herein is conceptual based on current market demand. Certain planning areas may be developed out of the expected sequence, provided the required infrastructure and services are available at the time of development.

Figure II-10, *Conceptual Phasing Plan*

H. Maintenance Plan

Successful operation of maintenance districts and associations are important to maintain quality within a community as large and complex as SP 262, A1. It is anticipated that the County of Riverside will perform maintenance responsibilities on public roadways. Other common community facilities may be divided among a Master Homeowners'/Property Owner's Association, and/or similar maintenance mechanisms. Final decisions regarding maintenance entities shall be made at a future stage of community design review and in concert with appropriate agencies. Table II-4, *Maintenance Plan Summary*, summarizes maintenance responsibilities. In addition, please reference Figure II-11, *Maintenance Plan*.

**Table II-4
Maintenance Plan Summary**

Facility	Construction	Ownership	Maintenance
Improved Landscape Areas and Amenities			
Medians	D	RC	RC
Major Roads	D	RC	VW
Local Roads	D/B	RC	HOA/O
Open Space	D	RCA	RCA
Neighborhood Park	D	HOA	HOA
Community Trails	D	HOA	HOA
Street and Other Improvements			
Public Streets and Sidewalks	D/B	RC	RC
Private Streets and Sidewalks	B	HOA	HOA
Project Monumentation	D/B	HOA/POA	HOA/POA
Park/Trail Monumentation	D	HOA	HOA
Community Walls	D	O/HOA/POA	O/HOA/POA
Full View Fencing	D/B	O/HOA/OPA	O/HOA/POA
Street Lighting	D/B	RC	RC//L&LMD
Mailbox Structures	B	USPS/HOA/POA	USPS/HOA/POA

B – Merchant Builder; D – Master Developer; HOA/POA – Master Homeowner's /Property Owner's Association; L&LMD – Lighting and Landscape Maintenance District; O – Property Owner; RC – Riverside County; RCA- Regional Conservation Authority; VW- Valley-Wide Recreation & Parks District; USPS – United States Postal Service

1. Merchant Builder

The Merchant Builder is responsible for the construction of necessary infrastructure and amenities as directed by the Master Developer.

2. Master Developer

The master developer will be responsible for the planned development of the land and infrastructure of the SP 265, A1 Area.

3. Homeowner's/Property Owners' Association

A Master Homeowner's/Property Owner's Association is required to maintain parkway areas outside of the right-of-way and slope areas. Common areas identified in SP 265, A1 may be owned and maintained by a permanent public or private master maintenance organization, to

assume ownership and maintenance responsibility for all common recreation facilities, open space, private circulation systems, and landscape areas. Areas of responsibility may include open space, Project monumentation, public and private recreation facilities, and landscape areas located along community roadways.

4. Property Owner

Property owners are responsible for maintaining their private lots and structures that do not fall under the Master Homeowners' Association or Neighborhood Sub-Association.

5. Riverside County

Riverside County provides oversight to ensure that all conditions of approval are met and ordinances are followed. Various departments of the County are responsible for maintenance of public spaces.

6. Regional Conservation Authority

The Western Riverside County Regional Conservation Authority (RCA) was created in 2004 to implement the Multiple Species Habitat Conservation Plan (MSHCP), protecting 146 native species of plants and animals and their habitats.

7. Valley-Wide Recreation & Parks District

Valley-Wide Recreation & Parks District was formed in 1972 for the purpose of providing recreation and park services to District residents. Maintenance areas include: parks, parkways, water quality basins, and slopes.

8. United States Postal Service

The United States Postal Service (USPS) processes and delivers mail to every home and business in the United States. All mailboxes within SP 265, A1 must conform with USPS requirements.

Figure II-11, *Maintenance Plan*

I. Energy Efficiency (PA's 14-17 and 22)

This section serves to highlight elements in the site planning, design and construction phases of SP 265, A1, that can be implemented to achieve a standard of energy efficient performance which is both desirable for the homeowner, the environment, and builder/developer. The following practices will ensure compliance with building code requirements and issuances of the necessary permits; however, implementation will substantially contribute to the reduction in environmental impacts associated with air quality, hydrology, water quality, hazards, and utilities. These provisions will apply to Planning Areas 14-17 and 22 of SPA 265, A1.

The following have been selected based on their ease of applicability and implementation during the design and construction phases, their marketability and/or desirability potential to the homebuyer, and their cost incentive factor to both the builder and homeowner. It is required that the future developers provide more than just minimum adherence to the standards listed below. Future developers can select from the list shown below or provide alternative energy efficiencies to the satisfaction of the Planning Department.

The design recommendations have been categorized according to the following goals: 1) Maximize Energy Efficiency; 2) Maximize Water Quality and Conservation; and 3) Minimize Landfill Waste.

Goal #1: Maximize Energy Efficiency*During Planning and Construction:*

1. Solar heat gain can be better controlled. The east and west sides of the home absorb the majority of solar radiation that is transferred into the home. Therefore, an east-west oriented home would minimize the surface area directly exposed to the sun. The use of mechanical systems would be reduced and result in an overall decrease in energy consumption. Based on plotting, the longest walls of the house should face north and south, to have the shorter walls exposed to the sun. If allowed by the structure orientation, ensure that the roof area of each home has a minimum of 400 sq. ft. within 20-degrees of South to allow for future installation of solar panels by the homeowner.
2. Shading of windows and entrance locations with a combination of structural elements and landscape materials will reduce heat gain and lower the temperature around the house. Interior shading devices like curtains, blinds, shutters are less effective in this capacity. The overall result is a decrease in energy consumption from the decreased use of mechanical cooling systems. Where practical, windows and entrance locations, primarily on the south and west sides, should be protected and shaded by exterior treatments such as porches, awnings, deep-set windows, trellises and/or trees between May and September.
3. East/West facing windows receive the majority of light and heat and are difficult to shade. East windows are more favorable in that they allow morning sun. West windows receive radiation from hotter afternoon sun increasing heat transfer into the home. By limiting the total area of glass on the east and west sides of the home, solar heat gain can be controlled, thereby, reducing use of mechanical cooling systems and energy consumption. The use of glass should be limited on the east and west building faces. If possible, no more than 25% of total glass area should be located on east and west walls combined.

4. Careful window placement can ensure maximum cross ventilation and the expulsion of hot air from the home. Solar heat gain can be passively controlled, thereby, reducing use of mechanical systems that consume power. The result is an overall decrease in energy consumption. Locate windows primarily on the north and south sides of the house. Low windows should be placed on the windward side (toward the direction from which the wind blows) and high windows should be placed on the leeward side (away from the direction from which the wind blows). Windows should be high-performance low-e and operable for passive cooling.
5. Windows with a National Fenestration Rating Council (NFRC) have ratings that measure the insulating properties of the window. The NFRC U-value measures the rate of heat flow through a window. The lower U-value indicates lower heat loss in winter or heat gain in summer. The Solar Heat Gain Coefficient (SHGC) measures the amount of solar heat that a window allows to pass. A lower SHGC is desirable in order to reduce heat gain. Windows have a NFRC total unit U-factor of 0.65 or less and/or a NFRC Solar Heat Gain Coefficient of 0.55 or less.
6. Two windows in each room allow for maximum ventilation and provide for sufficient natural lighting to reduce the need for mechanical cooling and artificial lighting. Overall, energy consumption could be reduced. Install at least two (2) windows in each room given the size constraints of the room, and position across from one another if possible.
7. Increased use of outdoor areas would minimize use of indoor areas. By creating an outdoor space that incorporates cooling elements such as water features and vegetation, the outside temperature is cooled making outdoor living more enjoyable. The north side of the house is the least impacted by solar radiation and most favorable site for outdoor environments. It also reduces solar heat gain of the house, thereby reducing reliance on mechanical cooling systems. Incorporate protected and desirable outdoor areas on the north side of each home, with electrical outlets to encourage outdoor use.
8. Infrequently used spaces can act as buffer areas to control solar heat gain of the house, thereby, reducing reliance on mechanical cooling systems. Garages, storage areas and detached rooms should be located on the west side of the house, where practical. If these are to be attached to the house, locate them at the west end of the house.
9. Strategically placed vents allow for efficient passive cooling of the house. Cool area vents allow for entry of cool air and thermal mass vents expel hot air in south side of home. Overall, solar heat gain is controlled and reliance on mechanical cooling systems is reduced. Where practical, install vents directly above thermal mass areas on the south side of house in two-story homes and install vents in cooler areas of house.
10. This feature, in conjunction with the use of windows for passive cooling purposes, would control thermal migration in roof cavities, walls, ceilings, and attic spaces reducing heating/cooling loads. Incorporate a vented roof cavity and install a whole house fan, or insulate the underside of the roof. Attic insulation of at least R-30 and insulate every hole, crack and void. Apply high insulation factor material in exterior walls (R-19) and ceilings (R-30).

During Selection of Home Features and Appliances:

1. Built-in task lighting reduces reliance on general purpose lighting, ultimately lowering electrical consumption. Consider the use of task lighting in heavily used rooms such as the kitchen, bathroom and offices or other work areas.

2. Ceiling fans draw up and expel hot air. Consider installing strategically placed ceiling fans in all major rooms with reversible, multi-speed feature.
3. Light colors reduce thermal migration, maximize control of solar heat gain and ultimately reduce utility costs. Where practical, use light colored paint on interior walls with a Light Reflectance Value (LRV) of minimum 40%.
4. A passive clothes-drying system option encourages alternative methods for clothes drying, reducing the use of the dryer, which heats the home and consumes energy. Consider installing a passive clothes-drying system in the home's laundry area, or offer a passive system as a homebuyer option.
5. Thermal mass is any mass used to collect and hold heat including adobe, brick, concrete, tile, water, earth, rock, vegetation, etc. Where practical, strategically locate and incorporate the use of thermal mass inside the house including but not limited to: tile flooring near windows, glass entries along the south side of the home.
6. Where practical, use energy-efficient appliances and programmed thermostats to reduce the amount of consumed energy and reduce utility bills.
7. Consider installing the following in-home features to reduce energy consumption:
 - Energy Star appliances: dishwasher, washer, dryer, and HVAC system with a SEER rating of 12.0.
 - Programmable thermostat.
 - Fluorescent light bulbs.
 - Non-incandescent lighting fixtures of at least 50% of total.
 - Limit interior lighting wattage to 0.5 watts per sf.
 - Smart wiring concepts.
8. Use of passive solar energy minimizes the consumption of electricity. Additional energy conservation features, provided as homebuyer options, shall include these features, based on the most recent technologies and market availability. Some of these options may include, but not limited to:
 - Photovoltaic (PV) panels for electrical power needs of home.
 - Photovoltaic landscape lighting, gate openers, water features.
 - Solar water heating system.
9. Permeable materials cut down on the amount of heat absorbed and re-radiated from paved surfaces. Use of permeable materials prevents additional solar heat gain surrounding the home and reduces reliance on mechanical cooling systems. Where possible, offer a permeable driveway surface as a homebuyer option.
10. Use of passive solar energy minimizes the consumption of electricity. If a pool or spa is provided in common recreation areas, consider the option of a solar assisted heating/cooling system for the pool and spa.

Goal #2: Maximize Water Quality and Conservation

Design Considerations:

1. If a pool is provided in a common recreation area, install a pool filtration with zero water backwash system to reduce and possibly eliminate the need to drain the pool.
2. Install the following in-home features to reduce water usage:
 - Low-flow toilets.
 - Horizontal access washing machines.
 - Low-flow showerhead and faucet aerators.

Goal #3: Minimize Landfill Waste

1. Install built-in recycling bins, preferably two or more 5 gallon bins, in or near kitchen to reduce waste deposited to landfills.