SERRANO COMMERCE CENTER

RESOLUTION NO. 2010-130
FINAL CONDITIONS OF APPROVAL
ORDINANCE NO. 348.4709
ENVIRONMENTAL IMPACT REPORT NO. 492

FOR

SPECIFIC PLAN NO. 353

ADOPTED BY THE BOARD OF SUPERVISORS
September 28, 2010
SERRANO COMMERCE CENTER

SPECIFIC PLAN NO. 353

ADOPTED BY THE BOARD OF SUPERVISORS
September 28, 2010
RESOLUTION NO. 2010-130
SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

FROM: TLMA - Planning Department

SUBMITTAL DATE: August 19, 2010

SUBJECT:
RESOLUTION NO. 2010-130 CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 492
and ADOPTING SPECIFIC PLAN NO. 353; and, ORDINANCE NO. 348.4709 for ZONING
MAP NO. 2.2328 and CHANGE OF ZONE NO. 7365

RECOMMENDED MOTION:

ADOPTION of RESOLUTION NO. 2010-130 Certifying Environmental Impact Report No. 492
and Adopting Specific Plan No. 353, (Serrano); and,

ADOPTION of ORDINANCE NO. 348.4709 for Zoning Map No. 2.2328 and Change of Zone

Carolyn Syms Luna
Planning Director

Initials: CSL:ar

(Continued on Attached Page)

| FINANCIAL DATA | Current F.Y. Total Cost: | $ 0 | In Current Year Budget: | N/A |
| Current F.Y. Net County Cost: | $ 0 | Budget Adjustment: | N/A |
| Annual Net County Cost: | $ 0 | For Fiscal Year: | N/A |

SOURCE OF FUNDS: N/A

C.E.O. RECOMMENDATION:

County Executive Office Signature

Positions To Be Deleted Per A-30 □
Requires 4/5 Vote □

Prev. Agn. Ref. 6/22/10 Item No. 16.2 District: First Agenda Number:
No. 7365 and amending Ordinance No. 348 text to reflect Specific Plan development standards and establishing the Specific Plan boundary.

BACKGROUND:

The below listed recommendations were made on the Form 11 to the Board of Supervisor's on June 22, 2010 as Agenda Item No. 16.2 and the following actions were taken.

**TENTATIVE CERTIFICATION** of ENVIRONMENTAL IMPACT REPORT NO. 492, which has been completed in compliance with the EIR Guidelines and the Riverside County CEQA procedures; and, based on the findings incorporated in the EIR, and subject to resolution adoption by the Riverside County Board of Supervisors; and,

**APPROVAL** of GENERAL PLAN AMENDMENT NO. 815 amending the Land Use designation for the subject property from Community Development: Very Low Density Residential (VLDR) 1 Acre Minimum to Commercial Retail (CR), Light Industrial (LI), Open Space-Conservation (OSC), and Open Space-Water (OS-W) as reflected on the Specific Plan Land Use Plan and as well as amend the text of the Temescal Canyon Area Plan and Figure 4 “Policy Areas” to modify the language of the Serrano Policy Area to encompass the land use policies of the Serrano Commerce Center Specific Plan No. 353; and,

**APPROVAL** of SPECIFIC PLAN NO. 353, subject to the attached conditions of approval, based on the findings and conclusions incorporated in the staff report; and, pending adoption of the Specific Plan Resolution by the Board of Supervisors; and,

**APPROVAL** of CHANGE OF ZONE NO. 7365, amending the zoning classification for the subject property from Rural Residential (R-R), Mineral Resources and Related Manufacturing (MRA), Commercial Tourist (CT), and Scenic Highway Commercial (CPS) to Specific Plan (SP zone) and develop the SP zoning ordinance; and,

**TENTATIVE APPROVAL** of TENTATIVE PARCEL MAP NO. 32885 subject to the attached conditions of approval, and based on the findings and conclusions incorporated in the staff report.
RESOLUTION NO. 2010-130
CERTIFYING SUBSEQUENT ENVIRONMENTAL IMPACT REPORT NO. 492
ADOPTING SPECIFIC PLAN NO. 353 AND
APPROVING TENTATIVE PARCEL MAP NO. 32885

WHEREAS, pursuant to the provisions of Government Code Section 65450 et. seq., a public hearing was held before the Riverside County Board of Supervisors in Riverside, California on June 8, 2010 and June 22, 2010 to consider Specific Plan No. 353, General Plan Amendment No. 815, Change of Zone No. 7365, and Tentative Parcel Map No. 32885.

WHEREAS, all procedures of the California Environmental Quality Act (CEQA) and Riverside County CEQA implementing procedures have been satisfied, and Subsequent Environmental Impact Report (EIR) No. 492, prepared in connection with Specific Plan No. 353, General Plan Amendment No. 815, Change of Zone No. 7365, and Tentative Parcel Map No. 32885 (referred to alternatively herein as “the project”), is sufficiently detailed so that all of the potentially significant effects of the project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with the above-referenced Act and Procedures; and,

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

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Board of Supervisors of the County of Riverside, in regular session assembled on September 28, 2010 that:

A. Specific Plan No. 353 (Serrano Commerce Center Specific Plan, “SP No. 353”) includes a land use plan, infrastructure plans, phasing plan, design guidelines, and development standards to guide the specific development of a 489.28-acre site with light industrial, commercial retail, and open space land uses. The SP No. 353 proposes to develop light industrial land uses on 372.06 acres and commercial retail uses on 17.45 acres. A maximum of 6,773,144 square feet of building space would be permitted by the SP No.353. A total of 48.77 acres would be set aside as a conservation area pursuant to the County’s MSHCP. The remaining 51.01 acres of the site would consist of circulation and
flood control facilities. As part of the project, Temescal Canyon Road would be extended though the project site.

B. SP No. 353 is associated with General Plan Amendment No. 815 which was considered concurrently at the public hearing before the Board of Supervisors. General Plan Amendment No. 815 proposes to amend the Riverside County General Plan Land Use Element by changing the land use designation applied to the site from Community Development: Light Industrial (CD-LI) (0.25 - 0.60 FAR) and Community Development: Community Center (CD-CC) to Specific Plan (SP), and to amend the text of the Temescal Canyon Area Plan (TCAP) Serrano Policy Area policies to ensure consistency with the land use policies of Specific Plan No. 353.

C. SP No. 353 is associated with Change of Zone (CZ No. 7365) which was considered concurrently at the public hearing before the Board of Supervisors. CZ No. 7365 proposes to change the zoning designations on the 489.28-acre project site from Rural Residential (R-R), Tourist Commercial (C-T), Scenic Highway Commercial (C-P-S), and Mineral Resources and Related Manufacturing (M-R-A) to “Specific Plan Zone (S-P),” and to implement the SP No. 00353 zoning ordinance.

D. SP No. 353 is associated with Tentative Parcel Map (TPM No. 32885) which was considered concurrently at the public hearing before the Board of Supervisors. TPM No. 32885 subdivides 380.3 acres of the 489.28-acre Specific Plan area into 19 parcels to accommodate future development in a manner consistent with SP No. 353.

**BE IT FURTHER RESOLVED** by the Board of Supervisors that the following environmental impacts associated with the project are potentially significant unless otherwise indicated, but each of these impacts will be avoided or substantially lessened by the identified mitigation measures:

A. **Land Use and Planning**

   1. **Impacts.**

   Implementation of the Serrano Commerce Center Specific Plan will result in a substantial land use change as compared to existing conditions;
however, the project will be consistent with the planned Community Center and Light Industrial land use designations applied to the site by the Riverside County General Plan and Temescal Canyon Area Plan.

The project is located within the Sphere of Influence for the City of Corona, and is consistent with applicable land use designations applied to the site by the City of Corona General Plan.

The project will be consistent with the planned zoning of the site, which will in turn be consistent with the land use designations applied to the site by the Temescal Canyon Area Plan.

The project is compatible with the existing surrounding zoning.

The project is compatible with the existing and planned surrounding land uses.

Implementation of the project will not result in the disruption or division of the physical arrangement of an established community.

The project is consistent with the adopted land use designations and policies of Riverside County’s General Plan, Temescal Canyon Area Plan, Multiple Species Habitat Conservation Plan, and the Community and Environmental Transportation Acceptability Process.

The project will not conflict or be inconsistent with any adopted regional plans, such as SCAG’s Regional Comprehensive Plan and Regional Transportation Plan, and the SCAQMD’s Air Quality Management Plan.

2. Mitigation.

None required.

B. Aesthetics

1. Impacts.

The segment of I-15 adjacent to the project site is designated as state eligible scenic highway. With mandatory adherence to the SP No. 353
Design Guidelines, a significant impact to scenic highway corridors would not occur.

There are no scenic resources on the project site visible from off-site areas. Project implementation would not substantially interfere or damage any scenic resources in the surrounding area.

The introduction of new lighting sources is regarded as a potentially significant impact because it could potentially conflict with the Mt. Palomar Observatory Special Lighting Area; however, mandatory compliance with Riverside County Ordinance No. 655 and the SP No. 353 Design Guidelines would reduce impacts to a less than significant level.

With adherence to the Design Guidelines of the SP No. 353, project implementation would not produce substantial amounts of glare or adversely affect day or nighttime views in the area.

With compliance to Riverside County Ordinance No. 655 and incorporation of the SP No. 353 Design Guidelines relating to project lighting, project implementation would not expose residential property to unacceptable light levels.

2. **Mitigation.**

   None required.

C. **Agricultural Resources**

   1. **Impacts.**

   The project site does not contain any lands designated as Prime Farmland, Unique Farmland or Statewide Important Farmland; thus, the project would not convert Important Farmland to a non-agricultural use because no designated Farmland exists on the site.

   Project implementation would not result in a conflict with any Williamson Act Contracts, nor would it conflict with an existing agricultural use.
There are no lands within 300 feet of the project site that are zoned for agricultural use; therefore, no impact would occur. Implementation of the project would not result in changes to the environment having the potential to convert other farmland uses to non-agricultural use.

2. Mitigation.
None required.

D. Air Quality (Air Quality Management Plan)

1. Impacts.
Implementation of the project would not conflict with or obstruct implementation of the South Coast Air Quality Management District’s Air Quality Management Plan.

2. Mitigation.
None required.

E. Air Quality (Exposure of Off-Site Sensitive Receptors to Point-Source Emissions)

1. Impacts.
The project would not expose sensitive receptors to substantial point-source emissions or diesel particulate matter emissions.

2. Mitigation.
None required.

F. Air Quality (Exposure of On-Site Sensitive Receptors to Point-Source Emissions)

1. Impacts.
The project does not propose any sensitive receptors that could be impacted by point-source emitters.

2. Mitigation.
None required.
G. **Air Quality (Odors)**

1. **Impacts.**

   With mandatory adherence to SCAQMD requirements, any potential uses that emit odors would be controlled, and reduced to below a level of significance.

2. **Mitigation.**

   None required.

H. **Cultural Resources**

1. **Impacts.**

   Implementation of the project would result in significant impacts to historic resources, specifically, Site P-33-03832, a locally important historic resource (railroad bed) and Site P-33-004111, a California Historic Landmark (No. 186) (tanning vats). Site P-33-006441, a California Historic Landmark (No. 224) (Third Serrano Adobe), could not be found on the project site during recent field surveys; however, if it is uncovered during ground disturbing construction activities, impacts would be significant. Significant impacts would occur to archaeological resources. Although the precise location of Site P-33-000108 (a possible habitation site) is unknown, the site could be unearthed during project construction activities. If the site is uncovered and is found to be intact, Site P-33-000108 would be considered a significant resource under CEQA (Section 15064.5) and impacts to the site would be significant. Site P-33-000034 (a petroglyph site) is a California Historic Landmark and a significant archaeological resource as defined by CEQA. Tentative Parcel Map No. 32885 would preserve the petroglyphs associated with this site in an undisturbed area protected from general public access, but would provide access to the appropriate Native American tribe (Pechanga Band of Luiseño Indians).
Although no significant direct impacts to P-33-000034 would occur, indirect impacts to Site P-33-000034 have the potential to occur.

In addition, significant direct impacts to previously undiscovered buried resources may occur throughout the Specific Plan area during ground disturbing activities associated with project construction.

Human remains are not known to be present on the property; nonetheless, human remains have the potential to be uncovered during grading and excavation activities. If human remains of Native American decent are discovered, significant impacts to cultural resources have the potential to occur.

Significant indirect impacts to a sacred site have the potential to occur. Site P-33-000034, a significant archaeological site, contains petroglyphs that are considered sacred. Project implementation would preserve the petroglyphs associated with this site; however, indirect impacts to Site P-33-000034 may result due to the close proximity of proposed development.

No known paleontological resources are present on the property. However, if significant resources are found to be present beneath the ground surface during ground disturbing activities, impacts to paleontological resources would be significant.

2. Mitigation.

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

Historical Resources

Site P-33-03832
a. Prior to the issuance of grading permits, Site P-33-003832, including the railroad bed, culvert, and loading bin, shall be documented through archival quality photography. Copies of the photographs shall be given to the Corona Library and other appropriate repositories.

**Site P-33-004111**

b. The master developer and/or the project's qualified archaeologist shall contact the E. Clampus Vitus, the group that previously relocated Site P-33-004111 (the tanning vats) to their current position. E. Clampus Vitus shall be informed that the tanning vats will be impacted by the extension of Ternesca1 Canyon Road and shall be presented with the option to collect the California Historical Landmark plaque and/or allow it to remain with the tanning vats. They shall also be provided with the option of relocating the vats. If E. Clampus Vitus cannot be contacted or are uninterested in relocating the tanning vats, the Property Owner shall be responsible for mitigating impacts to the vats as described below.

i. The party determined to be responsible for relocating the vats (either E. Clampus Vitus or the Property Owner) shall determine its new potential location, which should be located near the original location. Upon selection of the new potential location for the tanning vats, the necessary State-approved forms must be submitted to the California Office of Historic Preservation to re-assess the Site's status as a California Historical Landmark. At that time, the California Office of Historic Preservation may either accept or deny the Landmark status based upon existing data. In the event that
Landmark status is approved, Site P-33-004111 must be removed from its existing location prior to the issuance of grading permits that would authorize grading in the existing location of the Site. The tanning vats shall be relocated to the new location with the E. Clampus Vitus plaque or a Property Owner-provided plaque. The project Archaeologist shall also monitor grading of the tanning vat area.

c. If the California Office of Historic Preservation denies Site P-33-004111’s status as a California Historical Landmark, the Property Owner or the E. Clampus Vitus shall either (1) remove and donate the tanning vats to a local museum or historical society that is willing to display the artifacts, or (2) relocate the tanning vats within the project, where it may be suitably displayed. This Removal of the vats from its existing location must occur prior to the issuance of grading permits that would authorize grading in the existing location of the Site. Under either scenario (presentation at a museum or historical society or at a secondary place within the project site), the Property Owner shall provide a plaque to be prominently displayed at or near the location of the removed vats indicating that the location is the “Site of California Historical Landmark No. 186” and with a description of the tanning vats, the tanning vats’ importance to the community, and where the tanning vats can be viewed.

d. Prior to dismantling the tanning vats, archival photographs, detailed measurements, and site information must be recorded by the qualified project Archaeologist, who must be present during the removal and reconstruction of the tanning vats so that the vats can be reconstructed to exactly the same dimensions and appearance as
they are currently. These shall be compared with any available historic records of the original configuration. This information shall be utilized during reconstruction of the tanning vats. Once the tanning vats have been permanently placed in their new location, the project Archaeologist shall file a State-approved DPR form with the Eastern Information Center at the University of California, Riverside and with the California Office of Historic Preservation in Sacramento, indicating the final location of the vats and their configuration. The project Archaeologist shall also monitor grading of the tanning vat area.

Site P-33-000034

e. The petroglyphs at Site P-33-000034 will be preserved in an undisturbed area with an appropriate protection buffer and will not be subject to development activities or disturbance. Tentative Parcel Map No. 32885 will preserve and protect the petroglyphs from disturbance, development activities, and general public access, but would provide access to the appropriate Native American tribe (Pechanga Band of Luiseño Indians).¹ Because the potential exists for indirect impacts to the site, a Preservation Plan for the site shall be completed and executed by and between the landowner and the Pechanga Band of Luiseño Indians to address access issues, long-term protection of the site, permitted activities within the site area, responsibilities for preservation and maintenance, and other issues of importance in preservation of the site. The Pechanga Band of

¹ It is anticipated that the Pechanga Band of Luiseño Indians will be the “culturally affiliated” Luiseño tribe due to its prior and extensive coordination with the County in determining potentially significant impacts and appropriate mitigation measures and due to its demonstrated cultural affiliation with the Project area.
Luiseño Indians will be given the opportunity to hold a conservation easement over the site area for the purposes of preservation and protection of the site.

**Site P-33-000108**

* **f.** Upon the completion of grubbing and/or brushing of the general location of Site P-33-000108, the project's qualified archaeologist shall survey the area to determine if any artifacts associated with P-33-000108 remain. If the site no longer exists, no further action is required. If the intact site is located, any additional clearing or earth-moving activities shall be diverted temporarily around the site until it has been evaluated through Phase II Significance Testing, recorded, excavated, and/or recovered as necessary. Earth moving shall be allowed to proceed through the area when the archaeological supervisor, in consultation with the appropriate Native American tribe (Pechanga Band of Luiseño Indians) and the County of Riverside, determines P-33-000108 is recovered and/or impacts to P-33-000108 is mitigated to the extent necessary.

**Site P-33-006441**

* **g.** Any grubbing and/or brushing activities that take place within the general location of Site P-33-006441 shall be monitored by the project's qualified archaeologist and a qualified Historian. Prior to the commencement of grading activities, the project's archaeologist shall survey the area to determine if any artifacts associated with P-33-006441 remain. If no artifacts are located during the survey, the project's archaeologist shall define an area where modified grading shall occur. Standard grading procedures may proceed outside of this defined area. Modified grading procedures shall include the
removal of soil at a slower rate than normal, utilizing a paddlewheel, road scraper, or other equipment capable of removing a minimum amount (inches) of soil at a time; i.e., controlled grading. The project’s archaeologist shall supervise this work to ensure no artifacts are disturbed. Modified grading procedures in the defined area shall continue until the archaeological supervisor, in consultation with the County of Riverside, determine that there is a low likelihood that any artifacts will be found. If site remains are located, any additional clearing, brushing, grading, or earth-moving activities shall be diverted temporarily around the site until it has been evaluated through Phase II Significance Testing, recorded, excavated, and/or recovered as necessary. Earth moving shall be allowed to proceed through the area when the archaeological supervisor, in consultation with the County of Riverside, determines P-33-006441 is recovered and/or impacts to P-33-006441 is mitigated to the extent necessary.

**Other Archaeological Resources**

h. Prior to any clearing, grubbing and/or earth-moving activities, a qualified archaeologist approved by the Riverside County Environmental Programs Department shall be retained by the project developer. The potential for discovery of archaeological resources on and beneath the surface of the site has been indicated as high; therefore, consultation with the appropriate Native American tribe (Pechanga Band of Luiseño Indians) is required to continue until the completion of ground-disturbing construction activities or until all parties agree that consultation has been completed, whichever occurs sooner. A pre-grading meeting between the archaeologist,
Pechanga Band of Luiseño Indians, and the grading contractor shall take place to ensure an understanding of the mitigation measures required during earth-moving activities and construction.

i. Prior to issuance of a grading permit, the archaeologist shall develop a mitigation plan and a discovery clause/treatment plan, which shall include mitigation monitoring to be implemented during earth moving on the project site. The treatment plan shall be developed in consultation with the appropriate Native American tribe (Pechanga Band of Luiseño Indians) and shall account for treatment of any archaeological remains and associated data uncovered by brushing, grubbing, or earth moving.

j. The project applicant shall use all reasonable efforts to enter into a Cultural Resources Treatment and Tribal Monitoring Agreement with the appropriate Native American tribe (Pechanga Band of Luiseño Indians). The agreement(s) shall address tribal monitoring requirements and treatment and disposition of all archaeological resources discovered during earth-moving and grading activities.

k. The landowner shall relinquish ownership of all cultural resources, including all Luiseño cultural sacred items, burial goods and all archaeological artifacts that are found on the project site in accord with approved cultural resources treatment agreement(s) to the appropriate Native American tribe (Pechanga Band of Luiseño Indians) for proper treatment and disposition.

l. Native American monitors from the appropriate Native American tribe (Pechanga Band of Luiseño Indians) shall be allowed to monitor all grading, excavation, and ground-breaking activities. The Native American monitors will have the authority to temporarily
stop and redirect grading activities to evaluate the significance of any archaeological sites or resources discovered on the property, in conjunction with the consulting archaeologist and the Riverside County Archaeologist.

m. Archaeological and tribal monitoring shall be conducted on a full-time basis for all grading and ground disturbing activities, including archaeological testing, until the project archaeologist in consultation with the appropriate Native American tribe (Pechanga Band of Luiseño Indians) and the County of Riverside determines that resources are not likely to be encountered. If archaeological remains are found by the archaeological monitor, earth moving shall be diverted temporarily around the deposits until they have been evaluated, recorded, excavated, and/or recovered as necessary. Earth moving shall be allowed to proceed through the site when the archaeological supervisor, in consultation with the appropriate Native American tribe (Pechanga Band of Luiseño Indians) and the County of Riverside, determines the artifacts are recovered and/or the site is mitigated to the extent necessary.

n. Compliance with California Health and Safety Code Section 7050.5 “Discovery of Human Remains” is required. If possible human remains are encountered during any earth-moving activities, all work shall stop in the area in which the find(s) are present, and the Riverside County Coroner must be notified. State law dictates that the Native American Heritage Commission (NAHC) shall be notified in the event that remains are determined to be human and of Native American decent.
If a previously unknown archaeological site or resource is encountered or unearthed during project grading or construction and it requires additional mitigation beyond the methods outlined in the treatment plan to reduce impacts to below a level of significance, a plan or proposal shall be prepared by the qualified archaeologist, in consultation with the appropriate Native American tribe (Pechanga Band of Luiseño Indians) and the County of Riverside Archaeologist, outlining the plan of action that needs to be implemented to mitigate the new site or resource. If the developer and the appropriate Native American tribe (Pechanga Band of Luiseño Indians) cannot agree on the significance of the site or resource, or the mitigation for such sites or resources, these issues will be presented to the Riverside County Planning Director for decision. The Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Native American tribe (Pechanga Band of Luiseño Indians).

Archaeological resources that are not considered ceremonial or sacred by the appropriate Native American tribe (Pechanga Band of Luiseño Indians) shall be identified, recorded, and mapped, and artifacts catalogued as required by standard archaeological practices. Examination by an archaeological specialist shall be included where necessary, dependent upon the artifacts, features or sites that are encountered. Specialists shall identify, date, and/or determine significance potential.
q. At the completion of earth-moving activities, a final report of findings shall be prepared by the archaeologist for submission to the Eastern Information Center and the County of Riverside Archaeologist. The report shall describe parcel history, summarize field and laboratory methods used, if applicable, and include any testing or special analysis information conducted to support the findings.

**Paleontological Resources**

r. Prior to any earth moving in the parcel, a vertebrate paleontologist retained by the project developer and approved by the County of Riverside shall develop a storage agreement with the LACM Vertebrate Paleontology Section, Western Center for Archaeology & Paleontology, San Bernardino County Museum, or another acceptable museum repository to allow for the permanent storage and maintenance of any fossil remains recovered in the project area as a result of the monitoring program, and for the archiving of associated specimen data and corresponding geologic and geographic site data at the museum repository.

s. The paleontologist shall develop a mitigation plan and a discovery clause/treatment plan that, when implemented during earth-moving activities in the project area, will allow for the recovery and subsequent treatment of any fossil remains and associated specimen and site data uncovered by these activities.

t. The paleontologist and a paleontological construction monitor shall attend a pre-grade meeting to explain the monitoring program to pipeline contractor staff and to develop procedures and lines of communication to be implemented if fossil remains are uncovered
by earth-moving activities, particularly when a monitor may not be on site.

u. Paleontological monitoring of earth-moving activities shall be conducted on a full-time basis by the monitor during all earth-moving activities due to the exposure of sensitive strata. Earth-moving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The Supervising Paleontologist will have the authority to reduce monitoring once he determines the probability of encountering fossils has dropped below an acceptable level.

v. If the monitor finds fossil remains, earth-moving activities shall be diverted temporarily around the fossil site until the remains have been recovered and these activities allowed to proceed through the site by the monitor.

w. If fossil remains are encountered by earth-moving activities when the monitor is not on site, these activities shall be diverted around the fossil site and the monitor called to the site by the construction supervisor immediately to recover the remains.

x. If fossil remains are found, approximately 2,000 pounds (1 ton) of fossiliferous rock shall be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit.

y. Any recovered fossil remains shall be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be rated (assigned and labeled with museum repository fossil specimen
numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, and associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains then will be accessioned into the museum repository fossil collection; where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.

1. Biological Resources

1. Impacts.

Project implementation would result in impacts to sensitive natural communities, including impacts to the following: mulefat scrub (1.40 acres), arroyo willow/mulefat scrub (1.96 acres), and eucalyptus woodland with arroyo woodland understory (8.24 acres).

Project implementation would result in impacts to endangered, threatened, candidate, sensitive, and special status species, including small-flowered microseris, Coulter's matilija poppy and San Diego tarplant (plants). Impacts to burrowing owl, nesting birds, and fairy shrimp (animals) would be significant if the species are present in disturbance areas at the time of clearing and grading. Other candidate, sensitive, or special status species observed on the site or with potential to occur on the site are Covered Species under the MSHCP. As such, mandatory compliance with the federal Migratory Bird Treaty Act and payment of the MSHCP Mitigation Fee in accordance with Riverside County Ordinance No. 810.2 would
provide complete mitigation for any impacts to nesting birds and MSHCP Covered Species. Also, because the project site lies within Riverside County's Stephens' kangaroo rat (SKR) Habitat Conservation Plan and SKR Fee Assessment Area, the project applicant is required to pay fees in accordance with County Ordinance No. 633, which would reduce any impacts to the SKR to below a level of significance.

Project implementation would result in impacts to 15.94 acres of state-regulated streambeds, including 3.88 acres of state wetlands. In addition, the project would impact 8.16 acres of federally-regulated waters, including 0.36 acres of federal wetlands.

Project implementation would conflict with the MSHCP conservation requirements, including: (a) direct, indirect impacts to riparian/riverine habitats (1.4 acres of mulefat scrub, of which 0.05 acres would be temporarily impacted; 1.96 acres of arroyo willow/mulefat scrub, of which 0.74 acres would be temporarily impacted; and 2.6 acres of eucalyptus woodland with arroyo woodland understory); and (b) impacts to burrowing owl, a species with MSHCP conservation criteria. Implementation of the Project could also result in direct and indirect impacts to the MSHCP area due to the juxtaposition of the developed portion of the project site and the conservation area.

Project implementation would result in significant impacts to 30 oak trees regulated by Riverside County's Oak Tree Management Guidelines.

The project would not significantly impact the movement of any native resident or migratory fish or wildlife species.

2. **Mitigation.**

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby
adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Prior to the issuance of clearing or grading permits, the project applicant shall pay Local Development Mitigation Fees (per County Ordinance No. 810.2) for implementation of the MSHCP.

b. Prior to the issuance of a grading permit, the applicant shall obtain certification under Section 401 of the Clean Water Act from the Regional Water Quality Control Board (RWQCB). The RWQCB requires restrictions to control urban runoff from the site, requires on-site treatment of runoff to improve water quality, and imposes Best Management Practices (BMPs) on the construction.

c. Prior to the issuance of a grading permit, the applicant shall obtain a permit under Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers (ACOE). The ACOE has a no net loss policy which requires that any unavoidable impacts to wetland values and functions be replaced. Replacement of ACOE jurisdictional waters and wetlands is required to occur at a ratio no less than 1:1. Mitigation for permanent impacts to wetlands is expected to occur at a ratio of 3:1 and mitigation for permanent impacts to that portion of federal waters that are not wetlands is expected to occur at a ratio of 1:1. Mitigation for temporary impacts is expected at a ratio of 1:0.5. (The mitigation acreage requirements for federal waters and wetlands, state waters and wetlands, and MSHCP riparian/riverine areas are not intended to be added together, rather the largest acreage will be used and will encompass mitigation for all of the separate jurisdictions.)
d. Prior to the issuance of a grading permit, the applicant shall consult with the California Department of Fish and Game to obtain any required streambed alteration agreement pursuant to CDFG Code Section 1600. Replacement of CDFG jurisdictional streambed and associated riparian habitat is required to occur at a ratio no less than 1:1. Mitigation for permanent impacts to wetlands is expected to occur at a ratio of 3:1 and mitigation for permanent impacts to that portion of state waters that are not wetlands is expected to occur at a ratio of 1:1. Mitigation for temporary impacts is expected at a ratio of 1:0.5. (The mitigation acreage requirements for federal waters and wetlands, state waters and wetlands, and MSHCP riparian/riverine areas are not intended to be added together, rather the largest acreage will be used and will encompass mitigation for all of the separate jurisdictions.)

c. Pursuant to Condition No. 5b of the Federal Fish and Wildlife Permit TE-088609-0 issued in conjunction with the Western Riverside County MSHCP, no grading permit may be issued between March 1 and August 15 of any given year unless the applicant for said grading permit provides written documentation to the County Biologist indicating that a focused survey of the project site has been conducted by a permitted biologist and confirms that habitat occupied by the coastal California gnatcatcher does not exist on said site.

f. Prior to the issuance of grading permits, the project applicant shall pay fees in accordance with Riverside County Ordinance No. 633 (Stephens' Kangaroo Rat Fee Assessment Area) for implementation of the Stephens' Kangaroo Rat Habitat Conservation Plan as
approved by the US Fish and Wildlife Service and the California Department of Fish and Game.

g. The project shall comply with permitting and other regulations of the U.S. Army Corps of Engineers, California Department of Fish and Game and the Regional Water Quality Control Board relative to water quality to prevent the release of toxins, chemicals, petroleum products, exotic plant material or other elements into the MSHCP Conservation Area that have the potential to harm biological resources during construction.

h. The project shall comply with all applicable standards, regulations and guidelines of the EPA, State, County and local agencies related to the storage, use, and disposal of hazardous waste such that no toxics impacts would occur to the MSHCP Conservation Area.

i. Prior to the issuance of a grading permit, a Mitigation Monitoring Plan (MMP) shall be submitted to the United States Fish and Wildlife Service and California Department of Fish and Game for review and comment and to the Environmental Programs Department of Riverside County for review and approval. The MMP shall be prepared by a biologist who holds an MOU with Riverside County, and shall propose mitigation measures consistent with the findings of the document entitled “Determination of Biologically Equivalent or Superior Preservation (DBESP), Serrano Specific Plan, HANS #441” dated July 2005. Mitigation for permanent impacts to riparian habitat is expected at a ratio of 2:1, while mitigation for permanent impacts to riverine (upland, non-native or unvegetated) areas are expected at a ratio of 1:1. Mitigation for temporary impacts is expected at a ratio of 1:0.5. (The mitigation
acreage requirements for federal waters and wetlands, state waters and wetlands, and MSHCP riparian/riverine areas are not intended to be added together, rather the largest acreage will be used and will encompass mitigation for all of the separate jurisdictions."

j. Prior to the issuance of building permits or as required by USFWS and CDFG, enhancements shall be provided to replace the lost functions and values of 1.4 acres of mulefat scrub and 1.96 acres of arroyo willow. The below measures are subject to modification by the project's Mitigation Monitoring Plan (MMP) that will be prepared and submitted to the United States Fish and Wildlife Service for review and comment and to the Environmental Programs Department of Riverside County for review and approval.

i. To the extent feasible as determined by the project biologist, mulefat scrub habitat shall be conserved on-site at the west end of Mayhew Wash.

ii. Individual plant counts shall be taken of the arroyo willow (understory of the Eucalyptus woodland), arroyo willow/mulefat scrub and mulefat scrub habitats where impacted, and the plants shall be replaced at a 2:1 ratio within disturbed portions of Temescal Wash owned by the project applicant. No new drainage area will be created; rather, an existing portion of the Temescal Wash shall be enhanced.

iii. Plant installation is required to occur with the utmost care. The plants shall be installed within the Temescal Wash where water will be expected to flow periodically, preventing the need for watering and the potential for further
disturbance. Installation shall not occur during the migratory bird nesting season (February 1 through August 31). The project biologist will supervise the installation and establishment of the habitat before conveying that area to the RCA as part of the on-site MSHCP Conservation Area.

iv. No heavy machinery shall be brought off-road and into the Temescal Wash. All refuse or debris from the plant installation and installation crew or in the immediate area where planting is being conducted shall be immediately removed from the site. To prevent any unnecessary impacts to Temescal Wash, no ongoing maintenance including weeding or refuse pick-up is required.

v. The enhanced habitat shall provide biological, hydrological, and biogeochemical function equivalent or superior to that lost due to project impacts.

vi. The channelization of Coldwater Canyon Wash and Mayhew Wash on the project site will include approximately 7.27 acres of soft bottom (0.7 acres within the Mayhew Wash Channel and 6.57 acres in the Coldwater Canyon Wash Channel). Although these areas shall not be considered as revegetation area due to the potential for future flood control disturbance to vegetation, the channels may be used to offset the loss of those portions of the washes that are currently unvegetated or vegetated by non-native grasses and have water flow.

vii. The project applicant shall purchase 14 acres of credits in an approved off-site mitigation bank.
k. Pursuant to Objective 6 of the Species Account for the burrowing owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted. The survey shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department (EPD) at Riverside County. If it is determined that the project site is occupied by burrowing owl, take of “active” nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the burrowing owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required. The EPD shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites.

l. To ensure that no active migratory bird nests are disturbed during clearing and grading, vegetative removal activities shall be scheduled outside of nesting seasons (February 1 through August 31). If vegetation is to be removed during the nesting migratory bird season, recognized from February 1 through August 31, a qualified biologist shall conduct a nesting bird survey of potentially suitable nesting vegetation three days prior to vegetation removal. If active nests are identified during nesting bird surveys, then the nesting vegetation shall be avoided until the nesting event has completed and the juveniles can survive independently from the nest. The biologist shall flag the nesting vegetation and shall establish an adequate buffer (e.g. construction fencing) around the nesting
vegetation. The size of the buffer will be based on the type of bird nesting (i.e. raptors shall be afforded larger buffers). Clearing/grading shall not occur within the buffer until the nesting event has completed.

m. With the exception of the existing dirt access road that crosses the proposed MSHCP Conservation Area on the northeast side of the site, there shall be no physical disturbance to the on-site 48.77-acre MSHCP Conservation Area during construction. Prior to the issuance of grading permits, the on-site MSHCP Conservation Area shall be demarked by orange construction fencing and temporary signs shall be posted stating that construction activities are prohibited beyond the marked area. In addition, construction fencing shall be installed along the perimeter of the existing dirt access road to prevent construction vehicles from encroaching upon undisturbed portions of the on-site MSHCP Conservation Area. The location of the construction fencing shall be shown on grading plans and installed prior to grading.

n. Prior to the issuance of a grading permit, a Construction Runoff Management Plan shall be developed that addresses management of erosion and minimization of transport of eroded material into the stream system. Best management practices shall be installed and maintained by the construction supervisor to prevent the degradation of receiving waters downstream.

o. Night lighting shall not be permitted during construction, unless necessary for safety and security. If lighting is necessary during construction, all artificial light sources shall be shielded and directed away from the MSHCP Conservation Area.
p. Street lights, parking lot lighting and other artificial illumination sources shall be positioned, directed, and shielded where necessary to avoid light spill-over into the MSHCP Conservation Area. Artificial light sources shall be restricted to the minimum necessary for safety and security purposes in Specific Plan Planning Areas 5, 6, 7, and 9, in areas adjacent to the MSHCP Conservation Area.

q. All manufactured slopes that abut the MSHCP Conservation Area shall be planted with Riversidean sage scrub species. The plant mix shall be shown on the project's construction landscaping plans.

r. Invasive plant species listed in Section 6.1.4 of the MSHCP and in the "California Exotic Pest Plant Council, List of Most Invasive Wildland Pest Plants" shall be prohibited in the project area. The project's CC&Rs shall specifically prohibit the planting of these species by future owners and occupants of the project.

s. All grading and construction shall adhere to the Standard Best Management Practices outlined in Appendix C of the MSHCP.

t. The project's CC&Rs shall include a provision that the permanent fence constructed between the project's development areas and the MSHCP Conservation Area shall be properly maintained at all times to discourage human access between the development area and the Conservation Area.

u. The project's CC&Rs shall include limitations on the use of landscape fertilization overspray and runoff to avoid toxin impacts to the MSHCP Criteria Area.

v. Land uses located adjacent to the MSHCP Conservation Area that use chemicals or generate bioproducts that are potentially toxic or adversely affect wildlife species, habitat or water quality shall
incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area.

w. Based on USFWS protocol for fairy shrimp surveys, either two (2) full wet season surveys or one (1) full wet season and one (1) full dry season survey are required to be completed prior to the issuance of a grading permit for any on-site or off-site grading or clearing activities. An additional wet season survey is required prior to the issuance of grading permits. In the event that listed species of fairy shrimp are found to occupy a portion of the project’s impact footprint, the following mitigation measures shall apply:

i. The occupied seasonal pool(s) shall be avoided unless or until permits are issued by the ACOE and the USFWS allowing take of the species on the project site.

ii. If take of listed species of fairy shrimp occurs within the project’s impact footprint, as part of the permit for take, a written mitigation plan shall be submitted to the USFWS and the ACOE allowing for relocation of the vernal pools within the avoided areas of the project site or within a suitable alternate, off-site property.

iii. Impacts for take of vernal species shall be mitigated via the purchase of credits within an approved mitigation bank.

x. To ensure that no least Bell’s vireo individuals or active nests are disturbed during clearing or grading, the project shall observe the following prior to the issuance of a grading and/or clearing permit:

i. Project construction shall avoid the removal of least Bell’s vireo habitat during the least Bell’s vireo nesting season (March 15 – September 15) unless or until a qualified
biologist has surveyed the area and determined that least Bell's vireo is not utilizing the habitat. No grubbing, clearing, or grading permit may be issued until the County of Riverside Environmental Programs Department has received and reviewed the least Bell's vireo survey report.

ii. In the event that least Bell's vireo is found to be occupying habitat within the project's impact footprint after the least Bell's vireo survey but before the habitat is removed, construction shall halt in the immediate area and for a radius of 500 feet around the occupied habitat. Ground-disturbing construction activities shall not be permitted to proceed in the area of occupied habitat or its 500-foot buffer until a qualified biologist has determined that the habitat is no longer occupied, nests have fledged their young, or nests are otherwise inactive.

Mitigation Measures from the Lee Lake Water District's (LLWD's) MND for Construction of the Wild Rose Reservoir II Project:

y. A protocol-level focused survey for coastal California gnatcatcher will be conducted prior to construction to determine the presence/absence of this species. If the gnatcatcher is detected in the project direct and/or indirect impact area, LLWD will implement mitigation measures to reduce the impact to a level considered less than significant, including avoiding construction during the breeding season (February 15 through August 31) or having a qualified gnatcatcher biologist onsite to monitor construction to ensure that habitat and birds are not disturbed. In addition, LLWD would coordinate with the USFWS to determine any necessary permit
requirements, including a federal Section 10(a) permit (MND Mitigation Measure No. BIO-1).

z. If construction activity is to take place during the nesting bird breeding season (i.e., January through October), a one-time biological survey for nesting bird species would be conducted with the proposed impact area no earlier than 72 hours prior to construction. This survey is necessary to assure avoidance of impacts to nesting active birds (per the federal Migratory Bird Treaty Act). If nesting birds are detected within vegetation that is to be impacted, the nest location(s) will be protected. A buffer of 25 to 300 feet (specific width to be determined by the project biologists according to species of bird) around the nest will be avoided until fledging of offspring (MND Mitigation Measure No. BIO-2).

aa. If construction is to occur during the raptor breeding season, prior to construction and during the breeding season for most raptors, including Cooper’s hawk (March – August) and white-tailed kite (February – October), a focused survey for nesting raptors will be conducted to assess the presence/absence of sensitive nesting raptors adjacent to the project study area. If any active raptor nests are detected, the area will be flagged, along with a 300-foot buffer, and will be avoided until the nesting cycle is completed, or it has been determined that the nest has failed (MND Mitigation Measure No. BIO-3).

**Mitigation Measure for Impacts to Oak Trees:**

bb. The project shall comply with the County’s Oak Tree Management Guidelines. All qualifying oaks permanently impacted shall be mitigated through replacement with saplings of coast live oak or
other local native oak trees at a ratio of 3:1 for naturally occurring oaks and 2:1 for planted oaks. Oaks indirectly impacted shall be replaced with saplings at a ratio of 1:1. Prior to the issuance of a grading permit, an Oak Tree Management Plan shall be prepared for approval by the Riverside County EPD, establishing planting details and success criteria for all replacement oak trees.

J. Circulation and Traffic – Cumulative and Direct Impacts

1. Impacts.

Implementation of the project would result in significant direct and cumulative impacts to local intersections and roadway segments. For 2010 traffic conditions, the project would result in a significant direct and cumulative impact to the following intersections:

- I-15 NB Ramps (NS) at:
  - Old Temescal Canyon Road (EW)

- Old Temescal Canyon Road (NS) at:
  - Lawson Drive (EW)

In addition, the project would contribute to the need for signalization at the following intersections, which is identified as a cumulatively significant impact of project development:

- Old Temescal Canyon Road (NS) at:
  - Lawson Drive (EW)

- Temescal Canyon Road (NS) at:
  - Indian Truck Trail (EW)
  - Old Temescal Canyon Road North (EW)
  - Old Temescal Canyon Road South (EW)
  - Street “A”/Street “B” (EW)
  - Street “B”/Street “C” (EW)
  - Street “C”/Street “D” (EW)

Finally, implementation of the project would result in a significant cumulative impact to the following two roadway segments under 2010 traffic conditions:
- Old Temescal Canyon Road North
  o south of Lawson Drive and north of Trilogy Parkway

For 2012 traffic conditions, implementation of the project would result in a significant direct and cumulative impacts to the following intersections, in addition to those intersections previously identified as cumulatively impacted under 2010 traffic conditions:

- Temescal Canyon Road (NS) at:
  o Weirick Road (EW)

The project would not have a significant parking impact because as a standard condition of project approval, the County would require the provision of on-site parking for all proposed land uses in accordance with the parking requirements specified in County Ordinance No. 348.

The project would contribute traffic to segments of Interstate 15 that operate below acceptable levels of service under existing conditions. Long-term impacts to these segments would be alleviated when planned improvements are constructed by Caltrans and service levels improve.

The project site is not located in proximity to an airport or within an airport influence area or safety zone, and would not result in a change to air traffic patterns or result in any substantial air safety risks.

Project implementation would not alter waterborne, rail, or air traffic.

Project implementation would not substantially increase hazards to a design feature on any roadways within the area, nor would it introduce incompatible uses which would create traffic hazards.

Although project implementation would create the need for new and altered maintenance of roads, the project would result in a net financial benefit to the County and the maintenance of proposed facilities would result in less than significant impacts to the environment.
During construction of the project, roadway segments and intersections surrounding the site may be temporarily affected, resulting in a potentially significant short-term impact. Adequate emergency vehicle access would be provided to the project site at all times. The project would not cause inadequate emergency access to nearby uses. The project would not conflict with any adopted policies supporting alternative transportation.

2. **Mitigation.**

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Prior to final inspection of the first building permit in the Serrano Commerce Center Specific Plan, the project proponent shall construct a new two lane (one lane in each direction) extension of Temescal Canyon Road from Old Temescal Canyon Road North to Old Temescal Canyon Road South. Four lanes (two lanes in each direction) shall be constructed before the end of Phase I (refer to the Phasing Plan in Specific Plan No. 353). The project proponent shall grade the ultimate full right-of-way width (128’) for this roadway and shall open to traffic the intersections of Temescal Canyon Road at Old Temescal Canyon Road North to Old Temescal Canyon Road South. Sufficient right-of-way shall be dedicated to Riverside County to accommodate a six-lane roadway (three lanes in each direction), subject to approval by the Riverside County Transportation Department. An appropriate taper on Temescal
Canyon Road north of Old Temescal Canyon Road North and south of Old Temescal Canyon Road South shall be provided, to join existing lanes. The precise timing of improvements to Temescal Canyon Road will be determined based on the findings of traffic studies prepared for implementing Plot Plans.

b. The project shall participate in the funding of off-site improvements through the payment of Transportation Uniform Mitigation Fees (TUMF) in accordance with Riverside County Ordinance No. 824. TUMF fees are paid by applicants based on the amount of building square footage constructed. The project’s cost to construct any TUMF road improvements (including the realignment of Temescal Canyon Road) shall be credited against the required fees or as otherwise specified by a Project Development Agreement.

c. The project will be subject to the County of Riverside Traffic Signal Fee program in accordance with Riverside County Ordinance No. 748.1, which requires the payment of a fee to the County to reduce traffic congestion through signalization and which is administered on a per-acre basis for commercial and industrial development. (The project’s cost to construct a signal at Temescal Canyon Road and Lawson Road outlined in Mitigation Measures b shall be credited against the required fees.)

d. At the intersection of Temescal Canyon Road (NS) at Lawson Road (EW), the project shall be responsible for the design and installation of a traffic signal, unless the signal is designed and installed by others. This signal is eligible for fee credit against the Riverside County Ordinance No. 748.1, the Traffic Signal Mitigation Program Ordinance. The signal shall be installed and operational prior to this
issuance of any building permit that would bring the total development to more than 1,999,400 square feet of building area in Phase I of the Serrano Commerce Center Specific Plan, or earlier if the need is indicated in traffic studies conducted for implementing Plot Plans, or as approved by the Riverside County Transportation Department.

e. The project shall be responsible for the design and installation of traffic signals at the following intersections, unless the signals are designed and installed by others. These signals are not eligible for fee credit against the Riverside County Ordinance No. 748.1, the Traffic Signal Mitigation Program Ordinance. The signals shall be installed and operational prior to this issuance of any building permit that would bring the total development to more than 1,999,400 square feet of building area in Phase I of the Serrano Commerce Center Specific Plan, or earlier if the need is indicated in traffic studies conducted for implementing Plot Plans, or as approved by the Riverside County Transportation Department.

- Temescal Canyon Road (NS) at Old Temescal Canyon Road North (EW);
- Temescal Canyon Road (NS) at Old Temascal Canyon Road South (EW);
- Temescal Canyon Road (NS) at Street A/Street B (EW);
- Temescal Canyon Road (NS) at Street B/Street C (EW);

and

- Temescal Canyon Road (NS) at Street D/Street E (EW)

f. The project proponent or the applicant for implementing projects shall be responsible for making improvements at the following
intersections, to the extent that these intersections are not provided by others. While the intersection improvements are listed by Phase (see Phasing Plan in Specific Plan No. 353), and they may be made as the need arises, all improvements shall be designed and constructed to be consistent with the ultimate configuration of the intersection. Improvements for each phase shall be in place prior to the issuance of any building permit that would bring total development to more than 80% of the proposed maximum square footage of building area for that phase, as established by Specific Plan No. 353, or earlier if the need is indicated in traffic studies prepared for implementing projects, or as approved by the Riverside County Transportation Department.

i. At the intersection of I-15 Northbound ramps (N/S) and Old Temescal Canyon Road (E/W), in accordance with the geometric configurations specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases I and III. Traffic signal modification will be needed at this intersection in Phase III to accommodate the needed intersection geometrics.

ii. At the intersection of Temescal Canyon Road (N/S) and Lawson Road (E/W) in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phase I.

iii. At the intersection of Temescal Canyon Road (N/S) and Old Temescal Canyon Loop Road North (E/W), in accordance with the geometric configuration specified in the project’s
conditions of approval issued by the Riverside County Transportation Department for Phases I, II, IV, and V. Traffic signal modification will be needed at this intersection in Phases II, IV, and V to accommodate the needed intersection geometrics.

iv. At the intersection of Temescal Canyon Road (N/S) and Old Temescal Canyon Loop Road South (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases I, II, III, IV, and V. Traffic signal modifications will be needed at this intersection in Phases II, III IV, and V to accommodate the needed intersection geometrics.

v. At the intersection of Temescal Canyon Road (N/S) and Street A/Street B (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases I, II, III, IV, and V. Traffic signal modifications will be needed at this intersection in Phases II, III, IV, and V to accommodate the needed intersection geometrics.

vi. At the intersection of Temescal Canyon Road (N/S) and Street B/Street C (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases I, III, IV, and V. Traffic signal modification will be needed at this intersection in Phases III,
iv, and V to accommodate the needed intersection geometrics.

vii. At the intersection of Temescal Canyon Road (N/S) and Street D/Street E (E/W), in accordance with the geometric configuration specified in the project's conditions of approval issued by the Riverside County Transportation Department for Phases I, II, III, IV, and V. Traffic signal modifications will be needed at this intersection in Phases II, III, IV, and V to accommodate the needed intersection geometrics.

viii. At the intersection of project South Access (N/S) and Old Temescal Canyon Road (E/W), in accordance with the geometric configuration specified in the project's conditions of approval issued by the Riverside County Transportation Department for Phases I and V. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

ix. At the intersection of Temescal Canyon Road (N/S) and project North Central East Driveway (E/W), in accordance with the geometric configuration specified in the project's conditions of approval issued by the Riverside County Transportation Department for Phases I, II, III, and IV. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.
x. At the intersection of Temescal Canyon Road (N/S) and project South West Driveway (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases I, II, III, and V. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

xi. At the intersection of Temescal Canyon Road (N/S) and project South East Driveway (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases I, II, III, and V. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

xii. At the intersection of Temescal Canyon Road (N/S) and Weirick Road (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases II and V. Traffic signal modification will be necessary at this intersection in Phases II and V to accommodate the needed geometric configuration.

xiii. At the intersection of project North Access (N/S) and Old Temescal Canyon Road (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases I, II, III, and V. A raised center median and appropriate on-site design will be required on Old Temescal Canyon Road to restrict this driveway to right turns in and out only.
Department for Phases II and V. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

xiv. At the intersection of Temescal Canyon Road (N/S) and project North East Driveway (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases II, IV, and V. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

xv. At the intersection of Temescal Canyon Road (N/S) and project South Central East Driveway (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phases II, III, and V. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

xvi. At the intersection of I-15 Southbound ramps (N/S) and Weirick Road (E/W), in accordance with the geometric configuration specified in the project’s conditions of approval issued by the Riverside County Transportation Department for Phase III. Traffic signal modification will be necessary at this intersection in Phase III to accommodate the needed geometric configuration.
At the intersection of I-15 Southbound ramps (N/S) and Old Temescal Canyon Road (E/W), in accordance with the geometric configuration specified in the project's conditions of approval issued by the Riverside County Transportation Department for Phases III and V. Traffic signal modification will be necessary at this intersection in Phases III and V to accommodate the needed geometric configuration.

At the intersection of Temescal Canyon Road (N/S) and project North Central West Driveway (E/W), in accordance with the geometric configuration specified in the project's conditions of approval issued by the Riverside County Transportation Department for Phases III and V. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

At the intersection of Temescal Canyon Road (N/S) and project North West Driveway (E/W), in accordance with the geometric configuration specified in the project's conditions of approval issued by the Riverside County Transportation Department for Phases IV and V. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

At the intersection of I-15 Northbound ramps (N/S) and Weirick Road (E/W), in accordance with the geometric configuration specified in the project's conditions of approval issued by the Riverside County Transportation
Department in Phase V. Traffic signal modification will be necessary at this intersection in Phase V to accommodate the needed geometric configuration.

xxi. At the intersection of Temescal Canyon Road (N/S) and project South Central West Driveway (E/W), in accordance with the geometric configuration specified in the project's conditions of approval issued by the Riverside County Transportation Department for Phase V. A raised center median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

g. Improvements required to achieve the minimum level of service as required by the Riverside County General Plan shall be constructed at each phase of project development. To ensure that adequate improvements are identified and constructed, the following monitoring requirements shall be implemented:

i. Traffic Impact Study Reports shall be required with submittal of each Plot Plan or Site Plan approvals as required by the County of Riverside. Each Traffic Impact Study shall be prepared in the format determined by the Riverside County Transportation Department. The required format shall include an evaluation of peak hour conditions at intersections significantly impacted by the phase of development being studied.

ii. If an impacted intersection is estimated to exceed County LOS standards, then appropriate link and intersection
improvements shall be required to be presented for County staff review and approval.

iii. The improvements necessary to maintain the County LOS standards will be required to be in place or bonded for as indicated in traffic studies prepared for implementing projects, or as approved by the Riverside County Transportation Department. Improvements can be implemented through construction or a new or established in lieu of fee program. Absent a district or fee program, the project is responsible for providing or bonding for the identified improvements.

iv. All improvements on or affecting Caltrans facilities shall conform to Caltrans design guidelines and shall be subject to Caltrans approval.

h. Prior to the commencement of construction for each phase of the project, a traffic management plan shall be developed by the construction supervisor to minimize traffic flow interference from construction activities. Construction traffic shall be scheduled to not interfere with peak hour traffic on adjacent roadways and to minimize obstruction of through traffic lanes. If necessary, a flag person shall be retained by the construction supervisor to control construction traffic into and out of the site, and to maintain safety on adjacent roadways during construction.

J. Geology and Slope Stability

1. Impacts.

A significant impact could occur from strong ground motions as a result of activity on known off-site earthquake faults within the project vicinity.
which could result in property loss, injury, or death. Although current studies show on-site faults to be inactive, active faults have the potential to be unearthed during grading. If faults are discovered and determined to be active during project grading, a potentially significant impact could occur if buildings were not properly set back from the fault areas.

The potential for liquefaction hazards would pose a threat to proposed improvements within the alluvial portions of the project site and off-site impact area.

The principal geologic/seismic hazard that could affect the site is ground shaking resulting from an off-site seismic event. With the construction of structures in compliance with the Riverside County Building Code and the California Building Code, buildings would be designed to resist collapse as the result of seismic ground shaking.

Some of the project site's soils possess a relatively localized expansion potential, which could pose a risk to development. Furthermore, soils on the site have the potential to contain concentrations of soluble sulfates that can be corrosive to concrete and some metals. If high concentrations of soluble sulfates and other constituents are present and come in direct contact with building materials susceptible to corrosion, damage to the building materials may occur. In addition, wedge failures associated with heavily jointed bedrock areas may cause cut slopes proposed by the project to become unstable.

Risks presented by seiches, tsunamis, mudflow, and volcanoes are considered remote or non-existent; significant impacts would not occur.

Wedge failures in slopes proposed as part of future grading plans have the potential to be unstable and would require additional study and remedial grading to ensure slope stability.
As described above, wedge failures within heavily jointed bedrock areas of the site have the potential to affect the stability of cut slopes.

No subsurface sewer systems are present on the site that could be adversely impacted by project implementation.

2. Mitigation.

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Prior to the issuance of grading permits and in compliance with the requirements of County Ordinances, a detailed geotechnical report(s) shall be submitted to the Department of Building and Safety for review and approval prior to issuance of grading permits and detailed geologic/geotechnical reports shall be submitted to Riverside County's Chief Engineering Geologist for review and approval prior to the approval of any implementing project. The report(s) shall identify and address site-specific (a) underlying soil conditions (including corrosive and expansive soil conditions), (b) liquefaction potential, (c) seismic parameters and building requirements, and (d) slope stability and rockfall hazards. The measures recommended by the final geotechnical report(s) shall be identified on applicable grading plans and shall be implemented to the satisfaction of the County Geologist and other applicable jurisdictions and agencies. Grading shall be performed in accordance with applicable provisions of the Standard Grading Specifications contained in the project's geotechnical reports.
b. Although the current level of study indicates that no active faults exist on-site, during project grading activities affecting the portions of the project site that contain faults as mapped by the USGS and Riverside County (and as depicted on Final EIR Figure 4.9-2), a qualified geologic monitor shall be present on site to perform confirmatory mapping of exposed conditions. As a portion of this mapping work, evaluation of any suspicious conditions suggesting the potential for faults shall be made. These findings shall be reported back to the Riverside County Geologist. In the event that the geologic monitor determines that any of the on-site faults are potentially active, then appropriate building setbacks shall be determined.

c. Prior to the issuance of grading permits for development (including the construction of flood control channels) within alluvial units, the County Geologist shall review and approve a site-specific liquefaction report containing specific recommendations of the project engineering geologist and geotechnical engineer. The approved recommendations shall be reflected on the grading plans and shall be implemented by the grading contractor(s) to the satisfaction of the County Geologist.

d. Slopes steeper than 2:1 or higher than ten feet shall be clearly indicated on all grading plans. Such slopes must be determined to be safe in a slope stability report prepared by the soils engineer or engineering geologist. The slope stability report shall also contain recommendations for landscaping and erosion control.

e. At the time mass grading plans are prepared, cut slopes in the Bedford Canyon Formation and Santiago Peak Volcanics shall be
analyzed from a global stability standpoint as well as for surficial stability by the project engineering geologist and geotechnical engineer. A wedge failure analysis shall be performed on these slopes using a methodology approved by Riverside County that determines planes of intersection and possible wedge failures. Mitigation methods for potential cut slope stability hazards shall be identified and implemented as part of grading activities, which may include stabilization fill prisms, rock bolting and rock mesh placement. Specific methods will be approved by the County Geologist, noted on grading plans, and verified in the field prior to the issuance of any building permit.

f. Any soil to be placed as fill, whether on-site or imported material, shall be tested and approved by the project engineering geologist and geotechnical engineer to evaluate acceptability for the placement of structural loads.

g. Where cut or filled slopes are created higher than 10 feet, detailed grading designs, landscaping plans, and irrigation plans shall be submitted to the County prior to approval of any grading plan. The plans shall be reviewed by the project engineering geologist, geotechnical engineer, and civil engineer.

h. Testing for soluble sulfates and corrosivity shall be performed after rough grading of the site but prior to construction of the proposed structures and utilities. All concrete in contact with the soil shall be designed based on the applicable requirements of the CBC/IBC. All metals in contact with corrosive soil shall be protected in accordance with the recommendations of the manufacturer or a corrosion engineer.
K. Global Climate Change

1. Impacts.

Implementation of the project would generate GHG emissions resulting from construction activities; natural gas, electricity, and water consumption; and vehicle use. However, because the project complies with all feasible and applicable strategies as identified by the CAT, the project is assumed to be consistent with the goals and objectives of the emissions reduction targets set forth in AB 32. In addition, 48.77 acres of land will be set aside for a Conservation Area, which would preserve and promote native vegetation, and would serve as an area that is likely to promote carbon sequestration by natural vegetation. Also, the project would be considered a “smart land use” that would reduce overall VMT and is assumed to be consistent with the goals and objectives of SB 375. Finally, most of the mitigation measures for project-related air quality impacts (see EIR Section 4.4.5) would result in concomitant reductions of GHG emissions. For these reasons, impacts are concluded to be less than significant.

2. Mitigation.

None required.

L. Hazardous Materials

1. Impacts.

There is a potential for soil contamination in association with the former soil reconditioning facility. In addition, several 55-gallon drums have been observed on the project site that could be hazardous. There also is the potential for uncovering toxic materials during project grading activities. Finally, there is a potential for asbestos and lead-based paint associated with the on-site mobile home residences. These potential sources of
hazardous materials are located in the extreme southwestern portion of the project site within proposed Planning Areas 8 and 10.

If businesses that use or store hazardous materials occupy buildings on the project site, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances; as such, impacts from the usage or storage of hazardous substances on site would be less than significant.

Project implementation would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and significant impacts would not occur.

There are no existing or planned school sites within ¼-mile of the project.

As of January 2009, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

2. Mitigation.

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Stained soil located in the extreme southern portion of the project site shall be remediated prior to the initiation of ground-disturbing construction activities in Planning Area 10. Soil remediation shall occur in accordance with DTSC and County Department of Environmental Health regulations.

b. Prior to the issuance of grading permits within Planning Area 10 of the proposed Specific Plan, the 55-gallon drums located in the extreme southwestern portion of the project site shall be sampled for
profiling purposes. All 55-gallon drums located on site shall be properly removed and disposed in accordance with applicable County Waste Management requirements prior to the issuance of grading permits.

c. In the event that any subsurface hazardous materials are found during grading or construction, including soil and/or groundwater contamination, all activity in the area of discovery and/or in an appropriate radius of the area of discovery shall temporarily cease and the County of Riverside Environmental Health Department shall be notified. Prior to the resumption of any construction activity in the area of discovery, the site shall be deemed safe by the appropriate entity prior to the resumption of grading and/or constructions activities.

d. Prior to demolition activities within Planning Area 8, lead-based paint and asbestos surveys of the mobile home residences in the southern portion of the project site shall be performed. All asbestos-containing materials and lead-based paint shall be removed in accordance with all applicable local, state, and federal regulations. However, if the mobile home residences are to be removed by semitrailer and not destructive methods are proposed, no survey is required.

e. All existing site improvements shall be disposed of off site, in accordance with current local, state, and federal disposal regulations. Any petroleum contaminated materials, lead-based paints or products, mercury, asbestos-containing materials and/or buried trash/debris encountered during removal and/or grading shall be
evaluated by an experienced environmental consultant prior to removal.

f. Users of hazardous materials such as paints, roofing materials and solvents during construction shall comply with applicable federal, state, and local regulation requiring elimination and reduction of waste at the source by prevention of leakage, by segregation of hazardous waste, and by process of materials change.

g. If soil is to be imported or exported to or from the site during grading or other construction activities, the transported soil shall be sampled for contaminants prior to use or disposal. Exported soil, if contaminated, shall be handled in accordance with prevailing environmental laws and regulations, including Land Disposal Restrictions, if applicable.

h. During project construction, all blasting activities involving explosives must be performed by a professional holding a California Blasting Contractor License and be permitted by the Riverside County Fire Department.

i. Prior to the approval of any implementing Plot Plan, the Riverside County Fire Department shall ensure that appropriate emergency ingress and egress would be available to and from each parcel and building in accordance with Riverside County requirements.

j. Per the requirements Riverside County Department of Environmental Health and the California Health and Safety Code (HSC), Chapter 6.95, Sections 25500 to 25532, a Hazardous Materials Business Emergency Plan must be prepared by any future business on the project site that handles a hazardous material or a mixture containing a hazardous material in quantities equal to or
greater than a weight of 500 pounds, total volume of 55 gallons, 200 cubic feet (at standard temperature and pressure) for compressed gas, or any radioactive material Extremely Hazardous Substance or Waste, any amount of a Regulated Substance, or any amount of an Acutely Hazardous Material.

M. Hydrology and Water Quality

1. Impacts.

With project adherence to the Specific Plan's drainage plan, as would be required as a standard condition of project approval, implementation of the project would not substantially alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation on or off site.

With project adherence to the WQMP, as would be required as a standard condition of project approval, implementation of the project would not violate any water quality standards or waste discharge requirements. If constructed, the Stormwater Recharge and Storage Program (SWRSP) system would not violate any water quality standards or waste discharge requirements.

With project adherence to the WQMP, as would be required as a standard condition of project approval, implementation of the project would not 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. If constructed, the SWRSP would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

With incorporation of water quality basins and/or bio/geo swales into the project design, as required by the WQMP, runoff from the site would not
exceed runoff that occurs under existing conditions; therefore, implementation of the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. In addition, with project adherence to the WQMP, as would be required as a standard condition of project approval, implementation of the project would not provide substantial additional sources of polluted runoff. If constructed, the SWRSP and the related use of bio/geo swales or mechanical BMP would not result in an increase of runoff compared to what occurs under existing conditions.

Planning Area 12 (Open Space-Conservation) is located within a FEMA-mapped, 100-year flood-hazard zone for the Temescal Wash; however, no homes or any other buildings would be situated within the flood zone. If any fill materials or obstructions are placed in the flood-hazard zone as the result of constructing drainage outfalls to the Temescal Wash, the project would be required to comply with all FEMA requirements.

As noted above, Planning Area 12 (Open Space - Conservation) is located within a FEMA-mapped, 100-year flood-hazard zone for the Temescal Wash; however, no structures would be situated within the flood zone such that flood waters would be impeded or redirected. If any fill materials or obstructions are placed in the flood-hazard zone as the result of constructing drainage outfalls to the Temescal Wash, the project would be required to comply with all FEMA requirements.

With project adherence to the WQMP, as would be required as a standard condition of project approval, implementation of the project would not substantially degrade or alter surface water or groundwater quality. If constructed, the SWRSP would not substantially degrade or alter surface water or groundwater quality.
2. Mitigation.

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Drainage and flood control facilities and improvements shall be provided in accordance with Riverside County Flood Control and Water Conservation District requirements.

b. Grading and construction shall conform to applicable requirements of the California Building Code (CBC).

c. Prior to the issuance of the first grading permit, the project proponent shall obtain approval of a site-specific WQMP by the Riverside County Building and Safety Department in accordance with the Santa Ana RWQCB Order No. R8-200-0011/NPDES Permit No. CAS 618033. The County is required to verify that the project's Final Map and engineering drawings indicate the size and location of the structural source control best management practices specified by the WQMP.

d. Prior to issuance of a grading permit, the project shall obtain coverage under the General Permit for Stormwater Discharges Associated with Construction Activities (Order No. 99-08-DWQ, NPDES Permit No. CAS 000002).

e. If any fill materials or obstructions are placed in the FEMA-mapped 100-year flood-hazard zone, the project shall comply with all FEMA requirements.

f. Prior to final design approval of the Coldwater Canyon Wash outlet into the Temescal Wash, detailed hydraulic and fluvial studies,
including a two-dimension hydraulic model studying the outlet’s design geometry and angle of confluence, shall be prepared and submitted to the Riverside County Flood Control and Water Conservation District for review and approval. The studies shall demonstrate that the flowrate would not cause negative fluvial impacts to the Temescal Wash geomorphic characteristics and would not cause negative affects to the opposite (northerly) bank of Temescal Wash.

N. Mineral Resources

1. Impacts.

Impacts to mineral resources resulting from the site’s designation for commercial retail and light industrial use by the Riverside County General Plan were adequately addressed in the Final Program EIR certified for the General Plan (dated October 7, 2003). Impacts would not occur beyond the level identified in the County’s General Plan EIR.

The project site is not identified as locally-important mineral resource recovery site by the County General Plan or any other local land use plan. The clay resource extracted from a mine on a portion the site is of low quality and not in high demand in the local area or region.

Project implementation would not result in the introduction of a land use that is incompatible with any existing or future mining operations.

The project is required to comply with Reclamation Plan No. 135 (RCL00135), which would reclaim Ben’s Mine in accordance with SMARA requirements to prevent any significant impact resulting from closure of the existing on-site mine. RCL00135 sets forth specifications to reduce potential impacts resulting from the closure of on-site mining activities to less than significant levels.
2. **Mitigation.**

None required. The project is required to comply with the site’s approved Reclamation Plan No. 135 (RCL00135). RCL00135 requires that any stockpiled overburden be leveled and that no pits remain that might collect water. Mined slopes are required to be compacted and stabilized at gradients no steeper than 2:1 and then seeded for revegetation.

O. **Noise**

1. **Impacts.**

The addition of project-generated traffic to the local roadway segment would result in projected future noise increases of +3 dB or more on 10 roadway segments, compared to the without project condition. However, existing and proposed land uses adjacent to affected segments would not include any noise sensitive land uses; accordingly, impacts due to ambient noise level increases would be less than significant.

Absence of nearby residential and other noise sensitive land uses adjacent to the site, and required adherence to Riverside County Ordinance No.457.90, would result in a less than significant temporary noise impacts during construction activities.

Operation of the project would not expose any off-site sensitive receptors to noise levels in excess of established noise standards, including the Riverside County General Plan and Ordinance No. 847. On-site, there is a potential for interior noise levels of office and commercial retail uses with lines of sight to I-15 to be above the County’s desired interior noise level of 50 dBA, which represents a potentially significant impact.

Implementation of the project would not generate long-term groundborne vibration or noise. Short-term construction activities would cause groundborne vibration, but due to the absence of nearby residential and
other noise sensitive land uses adjacent to the site, impacts would be less than significant.

2. **Mitigation.**

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measure, which is hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Prior to the approval of a Plot Plan for any building accommodating commercial retail or office tenants with a clear line of site to Interstate 15, a building-specific acoustical analysis shall be prepared by a qualified acoustician and submitted to the Riverside County Department of Industrial Hygiene for review and approval. The analysis shall evaluate interior building noise levels and specify any structural enhancements required to maintain interior noise levels at or below 50 dBA (one-hour Leq).

P. **Open Space, Parks, and Recreation**

1. **Impacts.**

The project would not create a demand for new or expanded public recreational facilities. The project would provide outdoor employee break areas, sidewalks, dual-purpose sidewalks/bike paths, and community trails along project streets and adjacent to two proposed flood control channels. The construction and operation of these outdoor employee break areas and trail segments are integral parts of the project and would have less than significant adverse effects on the physical environment.

Project-generated demand on existing recreational resources would be very low. Any incidental use of existing recreational resources by the project’s
employees and visitors would not accelerate or cause substantial physical
deterioration of existing recreational facilities.

The project is not located within a C.S.A. or other recreation and park
district; therefore, this is no potential for the project to cause adverse
physical impacts within a C.S.A. or recreation and park district boundary.

2. **Mitigation.**

None required.

**Q. Public Services**

1. **Impacts.**

The project would be adequately served by Fire Station No. 64 and would
not require the construction or alteration of a fire protection facility. With
adherence to the project’s Fire Protection Plan the project would be
sufficiently protected from wildfire hazards. With mandatory compliance
with Riverside County Ordinance Nos. 460, 787, and 659, and project-
generated increases in the County’s tax base that funds fire protection
services, indirect impacts on fire protection services would be reduced to a
level below significance.

Indirect population growth due to the project would not result in the need to
construct a new sheriff’s station or to expand an existing station. The
incremental increase in demand of sheriff protection services resulting from
project development would not result in an unanticipated or undue burden
upon response times for emergency services because development of the
project is proposed to occur in accordance with planned growth anticipated
by the County’s General Plan. With mandatory compliance with the
Riverside County Development Impact Fee (DIF) Ordinance (Ordinance
No. 659) and project-generated increases in the County’s tax base that
funds sheriff services, indirect impacts on sheriff services would be reduced to a level below significant.

The project would create nominal demand on County public health services. With mandatory compliance with County Development Impact Fee (DIF) Ordinance (Ordinance No. 659) and the ongoing payment of County taxes that fund public health services, the project's incremental demand for health services would not contribute to the ultimate need for new or expanded facilities in the area.

2. **Mitigation.**

None required.

R. **Soils and Erosion**

1. **Impacts.**

A significant impact due to erosion would occur if the project were to fail to incorporate the requirements of the SWPPP during both the construction and post-construction phases of the project.

Portions of the site contain soils that have relatively high expansion potential in response to changes in moisture content, and this is regarded as a potentially significant impact.

During construction of the project, existing vegetative cover would be removed, soils would be exposed, and soil erosion would occur.

2. **Mitigation.**

The project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Prior to the issuance of a grading permit within any planning area or grading phase of the Specific Plan, an overall Conceptual Grading
Plan for the planning area or grading phase in process shall be submitted for Planning Department approval. The Grading Plan shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that planning area or grading phase, and shall include 1) techniques employed to prevent erosion and sedimentation during and after the grading process, 2) approximate time frames for grading, 3) identification of areas which may be graded during high probability rain months (January through March) and 4) preliminary pad and roadway elevations.

b. All grading procedures shall be in compliance with the Riverside County Grading Standards, including requirements for erosion control during rainy months. The requirements for compliance with Riverside County Grading Standards shall be noted on all grading plans.

c. Prior to any grading activities, a soils report and geotechnical study shall be performed to further analyze on-site soil conditions and slope stability and shall include the appropriate measures to control erosion.

d. Where cut and fill slopes are created higher than three feet, detailed Landscaping and Irrigation Plans shall be submitted to the Planning Department prior to Grading Plan approval. The plans shall be reviewed for type and density of ground cover, shrubs, and trees to ensure that plant material will be effective as erosion control and that all slopes will be landscaped per County Ordinance No. 457.

e. Potential brow ditches, terrace drains, or other minor swales, determined necessary by the County of Riverside at future stages of
project review, shall be lined with natural erosion control materials or concrete.

f. Graded, but undeveloped, land shall be maintained weed-free and planted with interim landscaping within 90 days of completion of grading, unless building permits are obtained.

g. Planting of developed land shall comply with the National Pollutant Discharge Elimination System (NPDES) Best Management Practices Construction Handbook Section 6.2.

h. The locations of potentially compressible soils shall be identified on all grading plans. Where development is proposed in areas of compressible soils, deep foundation systems shall be used, or compressible soils shall be completely over-excavated and compacted.

S. Utilities and Service Systems

1. Impacts.

Impacts associated with the extension of water services into the project area are documented throughout this EIR, and, where appropriate, mitigation measures are provided to reduce impacts to a level below significance.

Upon completion of the water infrastructure improvements identified under Issue 1, LLWD will be able to supply adequate water to meet the project's projected water demand of 2.20 cfs under normal, dry, and multiple dry year scenarios for the next 20 years and into the future.

Project implementation would contribute to the need for expanded facilities at the Lee Lake Water District Reclamation Facility.

The project would generate construction and operational waste requiring disposal at a landfill. The contribution to daily or total landfill capacity
from the disposal of waste is considered a potentially significant cumulative impact.

Aside from impacts associated with the expansion of utility services into the project site (which are addressed throughout this EIR), project implementation is not anticipated to result in the need for new or expanded utility systems, the construction of which would result in impacts to the environment.

2. **Mitigation.**

The project has been modified to mitigate or avoid these potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Prior to final inspections, the project applicant or developer shall contribute a fair share contribution to upgrades at the LLWD Wastewater Treatment Facility on Temescal Canyon Road in Corona, net any current ownership of sewer and water rights by the project applicant or developer.

b. At least 50% of non-hazardous construction debris shall be recycled and/or salvaged and not diverted to landfills.

c. Recyclable material collection areas shall be provided on the project site and be available and operable prior to the occupancy of buildings. Prior to the approval of Plot Plans and prior to project construction, clearance from the Waste Management Department is required to verify compliance with AB 1327 in terms of installation of recycling access areas at these facilities.

d. Prior to the issuance of building permits, the Planning/Recycling Division of the Riverside County Waste Management Department
shall be advised by the project applicant of all efforts that will be pursued at the project site relating to recycling and waste reduction during construction.

e. Information regarding recycling and waste reduction (e.g., location, materials accepted, etc.) shall be provided to tenants of the project in all sales and leasing literature.

BE IT FURTHER RESOLVED by the Board of Supervisors that the following impacts potentially resulting from the project’s approval cannot be fully mitigated and will be only partially avoided or lessened by the mitigation measures hereinafter specified; a statement of overriding findings is therefore included herein:

A. Air Quality (Short-Term Construction Emissions)

1. Impacts.

Construction activities would result in short-term direct and cumulative impacts to air quality associated with ROG, NOx, CO, PM-10, and PM-2.5 emissions. Localized significance thresholds also would be exceeded for PM-10 and PM-2.5 during construction. Long-term direct and cumulatively significant operational impacts associated with ROG, NOx, CO, PM-10, and PM-2.5 emissions would result from project implementation.

2. Mitigation.

The project has been modified to mitigate or avoid these potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

Regulatory Requirements:

a. During grading and construction activities, the construction contractor(s) are required to comply with the requirements of SCAQMD Rule 403, Fugitive Dust.
b. Construction contractors shall adhere to the idling restrictions as set forth in California Air Resources Board (ARB) Section 2485, Airborne Toxic Control Measure to Limit Diesel Fueled Motor Vehicle Idling.

Project-Specific Mitigation Measures:

c. Locations where grading is scheduled to occur shall be thoroughly watered prior to earth moving. During grading operations, disturbed/loose soil shall be kept moist at all times. Water shall be applied at least once every three hours to areas under active grading and where construction vehicles are traveling on unpaved surfaces. Soil moisture shall be maintained at a level that will prevent dust from leaving the site to the maximum extent practicable.

d. All dirt, sand, soil, or other loose material stockpiled for two days or longer shall be stabilized by covering, wetting, or binding, or use of other non-toxic stabilizing methods.

e. Nontoxic soil stabilizers or comparable dust suppressant shall be applied to all inactive construction areas (previously graded areas inactive for five consecutive days or more).

f. The applicant shall cover construction access roads with gravel, rocks, or a similar material to at least 100 feet onto the site from paved public roads. Dirt shall be washed from vehicles or wheel washers shall be installed where vehicles exit unpaved roads onto paved public roads.

g. Paved public roads shall be swept or washed once per day when visible soil carried from the construction site is present.

h. Vehicle speeds on all unpaved portions of the construction site shall be restricted to 15 mph or less and enforced by radar. The developer
shall post appropriate signage on all unpaved roads used by construction vehicles indicating that traffic speeds shall be reduced to 15 mph or less.

i. Vehicles transporting soil, sand, construction debris, or other loose materials to or from the site shall be tared with a fabric cover from point of origin and maintain a freeboard height of at least 12 inches.

j. Soil disturbing activities, including excavating and grading operations, shall be suspended when sustained wind speeds exceed 25 mph and make dust control difficult.

k. Upon the completion of each grading phase, vegetative ground cover or hydroseeding shall be applied to all manufactured slopes. Building pads and other flat areas of the site that are not scheduled for paving, building construction, landscaping, or other improvement shall be treated with a soil stabilizer or other erosion control method.

l. Prior to any earth-moving activities, the contractor or builder shall designate a person or persons to monitor dust control, order increased watering, as necessary, to prevent transport of dust off site, and field dust complaints. The project applicant or project Construction Manager shall post a publicly visible sign with the telephone number and contact person regarding dust complaints. This person shall respond and take corrective action within 24 hours.

m. In accordance with SCAQMD Rules 431.1 and 431.2, ultra-low sulfur fuel diesel shall be used for stationary construction equipment.

n. Prior to the issuance of a grading permit, the developer or construction contractor(s) shall provide a written statement to the
County of Riverside that construction equipment is and will be properly maintained, including proper tuning and timing of engines. Construction equipment emissions shall be controlled through regularly scheduled engine maintenance and low-emissions tune-ups. Construction grading plans shall include a statement that all construction equipment shall be tuned and maintained in accordance with manufacturers’ specifications.

o. Prior to issuance of a grading permit, the project applicant or project developer shall provide a written statement to the Riverside County Planning Department demonstrating that all off-road diesel trucks have had a low-NOx tune-up in the past 90 days.

p. Prior to the approval of grading and construction plans, the County of Riverside shall ensure that all grading and construction plans include the following statements:

i. The construction equipment vehicle fleet shall comply with all California Air Resources Board requirements. During mass grading and fine site grading activity, use California Air Resources Board (ARB) Tier I, II, or III certified equipment or better.

ii. Electric or diesel powered construction equipment shall be used in lieu of gasoline powered engines if such technology is available to the contractor(s).

iii. The construction contractor(s) shall support and encourage ridesharing and transit incentives for the construction crew.

iv. Work crews shall shut off equipment when not in use, and limit engine idling times to comply with California Air Resources Board (ARB) requirements.
v. In-line power sources (electric sources) shall be used in lieu of diesel generators for rock crusher operations, if commercially available.

q. Prior to the issuance of a grading permit, a construction traffic control plan shall be prepared and submitted to Riverside County for approval. The plan shall describe the details of safe detours, routing of construction traffic away from congested streets, consolidated truck deliveries, and dedicated turn lanes for construction vehicles. Temporary traffic control (including a flag person(s) if necessary) shall be provided during construction activities to reduce traffic conflicts and unnecessary idling of vehicle engines.

r. Prior to the issuance of building permits, the Riverside County Planning Department shall verify that a note has been added to the plans limiting the application of architectural coatings (i.e., paint, etc.) to 100 gallons per day and requiring construction contractors to use low VOC paint products (i.e., no more than 100 grams per liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113. Alternatively, the construction contractor(s) shall consider using materials that do not require painting or are pre-painted.

Mitigation Measures for Dust Control from the Lee Lake Water District's MND for Construction of the Wild Rose Reservoir II Project:

s. Prior to the approval of grading permits, construction dust abatement measures shall be approved by the Lee Lake Water District (LLWD). The dust abatement measures shall be made a condition of project approval and shall be monitored by a LLWD inspector through periodic inspection during construction. Dust
abatement should include, but not be limited to, the following measures:

i. Areas being actively disturbed by construction activity shall be watered as needed and directed by LLWD;

ii. Exposed stockpiles (i.e., sand, gravel, and dirt) with 5% or greater silt content shall be enclosed, covered, watered twice daily, or applied with non-toxic soil binders according to manufacturers specifications and as directed by a LLWD Inspector;

iii. Paved portions of roadways in the vicinity of active construction shall be swept at the end of each working day if visible soil material is carried onto the paved surface;

iv. Posted traffic speeds on all unpaved roads or easements shall be 15 mph or less; and

v. Sand fences and/or perimeter sandbags shall be installed around disturbance areas during the rainy season (October 15 – April 15) or at the direction of a LLWD Inspector (MND Mitigation Measure No. AQ-1).

t. All excavating operations shall be suspended when wind speeds exceed 25 mph. A LLWD Inspector shall be responsible for ascertaining and enforcing the suspension of excavation when daily wind speeds exceed 25 mph (MND Mitigation Measure No. AQ-2).

u. All trucks hauling dirt, sand, soils, or other loose materials are to be covered or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114 (MND Mitigation Measure No. AQ-3).
Notwithstanding the foregoing, the implementation of the mitigation measures described above will not be sufficient to mitigate construction-related impacts to air quality to below levels of significance. Even with implementation of all feasible mitigation measures, the project would result in a cumulatively considerable net increase in emissions of PM-10 and PM-2.5 during construction, which cannot be fully mitigated. Thus, cumulative short-term impacts related to emissions of PM-10 and PM 2.5 would be considered a significant and unmitigable impact of the project.

The significant and unavoidable construction-related air quality impacts may be further reduced under the No Project Alternative, Biologically Superior Alternative, Distribution Warehouse Alternative, Reduced Project Alternative, and the Reduced Project Alternative – Continuation of Clay Mining and Development discussed in the Final EIR. The EIR identifies no other mitigation measures or alternatives that would reduce these impacts to a level of less than significant. The County finds that specific economic, legal, social, technological, or other considerations make infeasible the No Project Alternative, Biologically Superior Alternative, Reduced Project Alternative, and Reduced Project Alternative – Continuation of Clay Mining and Development, even though implementation of any of these alternatives would reduce these near-term impacts, as described more fully in the EIR and these Findings. In that regard:

(a) The No Project Alternative, Biologically Superior Alternative, Reduced Project Alternative, and the Reduced Project Alternative – Continuation of Clay Mining and Development will not allow the County to fully achieve the goals and objectives of the project as stated on pages 3-1 and 3-2 of the Draft EIR.
(b) The No Project Alternative would not be consistent with the Riverside County General Plan and Temescal Canyon Area Plan because it would fail to implement the land use designations applied to the site, would fail to realign Temescal Canyon Road through the site as required by the General Plan Circulation Element, and would fail to accommodate on-site trails as required by the Temescal Canyon Area Plan. Further, lack of development on the site would not increase the number of employment opportunities in the area, and would thereby not assist the County, which generally suffers from a lack of employment opportunities, in improving the existing jobs-housing ratio.

(c) Implementation of the No Project Alternative, Biologically Superior Alternative, Reduced Project Alternative, and the Reduced Project Alternative — Continuation of Clay Mining and Development would not achieve an efficient use of the property, would create significantly fewer jobs, would not fully implement the County’s General Plan land use designations for the property, and, with exception of the No Project Alternative, would not avoid the project’s significant and unavoidable construction-related air quality impacts.

(d) Near-term construction related air quality impacts are determined to be acceptable due to the overriding social, economic, environmental, or other benefits of the project, as more fully described in the Statement of Overriding Considerations set forth below.

A. Air Quality (Long-Term Operational Emissions)

1. Impacts.

The project would emit PM-10, PM-2.5, and ozone-forming emissions (ROG, NOx, and CO). When considered in conjunction with emissions from other projects in the South Coast Air Basin, these emissions would be
regarded as cumulatively significant because the Basin fails to meet the
national air quality standards for PM-10, PM-2.5, and ozone.

2. Mitigation.

The project has been modified to mitigate or avoid these potentially
significant impacts by the following mitigation measures, which are hereby
adopted and will be implemented as provided in the Mitigation, Monitoring,
and Reporting Program.

Regulatory Requirements:

a. Prior to the issuance of building permits, the Riverside County Planning
   Department shall review building plans to ensure that structures are
   constructed in compliance with California Energy Commission Title 24,
   Energy Efficiency Standards for Residential and Non-Residential
   Construction.

b. Tenants of the project that qualify as a Major or Non-Major Polluting
   Facilities per the SCAQMD, shall implement Best Available Control
   Technologies as required by SCAQMD Rules and Regulations.

c. Prior to final building inspections for tenants of the project that employ
   more than 250 persons, the Riverside County Planning Department shall
   verify that tenants comply with SCAQMD Rule 2202. This Rule
   requires the employer to annually register with the SCAQMD and
   prepare and implement an emission reduction program.

d. Tenants of the project that use solvents in industrial, commercial and
   general purpose cleaning and degreasing activities shall comply with
   SCAQMD Rules 1171 and 1122.

e. Prior to final building inspections for a specific building or use by the
   County of Riverside, the County shall verify that any required AQMD
   permits for the building or use have been received. AQMD permits are
required for uses that build, install, alter, replace or operate equipment
that emits or controls the emission of air contaminants of NOx, CO, PM-
10 or SOx, unless exempted from the permit requirement by SCAQMD
Rule 219 (Equipment Not Requiring a Written Permit).

f. Tenants of the project shall be required to comply with all other
applicable SCAQMD Rules and Regulations.

Project-Specific Mitigation Measures:

g. Tenants receiving shipping container refrigerator units (RUs) shall
provide electrical hookups at all loading dock door positions as part of
the tenant improvement project for the building. The use of truck
engineers or auxiliary generators to power refrigerated shipping
containers for more than five (5) minutes is not permitted. Installation
of electrical hook-ups shall be verified by Riverside County as part of
final building inspections.

h. Sign(s) stating that “Extended idling of truck engines is not permitted”
shall be located at the entrance to facilities and at truck parking areas.
The sign(s) shall not be less than twenty four inches square and shall
provide directions to truck parking spaces with electrical hookups.

i. Loading docks that accommodate shipping container refrigeration units
(RUs) shall not be located within 300 meters of any sensitive receptor
(residential home, school, day-care center, outdoor park or public
playground, hospital or health facility). Prior to approval of Plot Plans,
Site Plans and/or building permits, the County of Riverside Planning
Department shall review proposed on-site building configurations and
ensure that loading bays that accommodate RUs are sited at least 300
meters from the nearest sensitive receptor.
j. Prior to the issuance of use or occupancy permits, a truck routing plan shall be prepared for the project that directs truck traffic directly to I-15. Signs shall be posted at the project's primary exit points directing traffic to I-15. The locations of such signs shall be indicated on construction drawings.

k. Prior to the approval of Site Plans and/or Plot Plans, the County Planning Department shall ensure that on-site truck stacking distances, truck check-in points, truck parking areas, and driveways are placed and designed to prevent queuing of trucks and unnecessary vehicle idling outside of the Serrano Specific Plan boundary.

l. Prior to the approval of any implementing permit, Site Plan, Plot Plan, or other discretionary approval within the Serrano Specific Plan area, the application for the proposed action shall be subject to review and approval by the County of Riverside for compliance with the approved Specific Plan to ensure that site design elements promote walking internal to the Serrano Specific Plan area to reduce reliance on the automobile in accordance with the Specific Plan’s Non-Vehicular Circulation Plan.

m. Prior to final building inspection for any building, the Riverside County Planning Department shall verify that an easily accessible area that serves the entire building is dedicated to the collection and storage of non-hazardous materials for recycling.

Notwithstanding the foregoing, the implementation of the mitigation measures described above will not be sufficient to mitigate operational-related impacts to air quality to below levels of significance. In the long-term, operational impacts cannot be maintained at less than significant levels for emissions of ROG, NOx, CO, PM-10, and PM-2.5, either directly
or cumulatively, with incorporation of the mitigation measures identified above (see Appendix B1). In addition, during the worst case scenario of combined project construction and operation, emissions cannot be maintained at less than significant levels for emissions of ROG, NO\textsubscript{x}, CO, PM-10, and PM-2.5, either directly or cumulatively. Accordingly, short-term and long-term impacts to air quality associated with ROG, NO\textsubscript{x}, CO, PM-10, and PM-2.5 emissions would be a significant and unavoidable direct and cumulative impact of the project.

The significant and unavoidable operational-related air quality impacts may be further reduced under the No Project Alternative, Biologically Superior Alternative, Reduced Project Alternative, and the Reduced Project Alternative – Continuation of Clay Mining and Development discussed in the Final EIR. The Distribution Warehouse Alternative would reduce traffic emissions but increase diesel emissions. The EIR identifies no other mitigation measures or alternatives that would reduce these impacts to a level of less than significant. The County finds that specific economic, legal, social, technological, or other considerations make infeasible the No Project Alternative, Biologically Superior Alternative, Reduced Project Alternative, and Reduced Project Alternative – Continuation of Clay Mining and Development, even though implementation of any of these alternatives would reduce these near-term impacts, as described more fully in the EIR and these Findings. In that regard:

(a) The No Project Alternative, Biologically Superior Alternative, Reduced Project Alternative, and the Reduced Project Alternative – Continuation of Clay Mining and Development will not allow the County to fully achieve the goals and objectives of the project as stated on pages 3-1 and 3-2 of the Draft EIR.
(b) The No Project Alternative would not be consistent with the Riverside County General Plan and Temescal Canyon Area Plan because it would fail to implement the land use designations applied to the site, would fail to realign Temescal Canyon Road through the site as required by the General Plan Circulation Element, and would fail to accommodate on-site trails as required by the Temescal Canyon Area Plan. Further, lack of development on the site would not increase the number of employment opportunities in the area, and would thereby not assist the County, which generally suffers from a lack of employment opportunities, in improving the existing jobs-housing ratio.

(c) Implementation of the No Project Alternative, Biologically Superior Alternative, Reduced Project Alternative, and the Reduced Project Alternative – Continuation of Clay Mining and Development would not achieve an efficient use of the property, would create significantly fewer jobs, would not fully implement the County's General Plan land use designations for the property, and, with exception of the No Project Alternative, would not avoid the project's significant and unavoidable construction-related air quality impacts.

(d) Although the project would generate significant and unmitigable emissions in the long-term, from a regional perspective, the project is likely to result in a positive air quality contribution. Riverside County suffers from a jobs-to-housing imbalance, with many County residents choosing to work outside of the unincorporated areas of the County. The light industrial and commercial retail land uses proposed by the project would create approximately 7,816 new jobs, almost six-percent of the employment growth forecasted within unincorporated Riverside County between 2005 and 2020. By providing jobs closer to existing and
proposed residential areas in the unincorporated County, the project would intercept a substantial fraction of commuter trips on I-15 that may be headed to Corona or to Orange and Los Angeles Counties. By reducing commute times, the project would help reduce regional mobile source emissions, including ROG, NOx, CO, PM-10, and PM-2.5 emissions. Although the reduction in regional mobile source emissions due to implementation of the project cannot be quantified and long-term project-related direct and cumulative air quality impacts would remain significant and unmitigable, it is important to note the inherent regional air quality benefits associated with development (like the project) that positively contribute to balance the jobs-to-housing ratio in the unincorporated areas of the County.

(e) Near-term construction related air quality impacts are determined to be acceptable due to the overriding social, economic, environmental, or other benefits of the project, as more fully described in the Statement of Overriding Considerations set forth below.

C. Circulation and Traffic – Cumulative and Direct Impacts

1. Impact:

For all studied traffic conditions, the project would result in a significant cumulative impact to the following intersections:

- I-15 SB Ramps (NS) at:
  - Indian Truck Trail (EW)

- I-15 NB Ramps (NS) at:
  - Indian Truck Trail (EW)

- Temescal Canyon Road (NS) at:
  - Indian Truck Trail
In addition, the project would contribute to the need for signalization at the following intersections, which is identified as a cumulatively significant impact of project development:

- I-15 NB Ramps (NS) at:
  - Indian Truck Trail (EW)
- I-15 SB Ramps (NS) at:
  - Indian Truck Trail (EW)

The project also would contribute traffic to segments of Interstate 15 that operate below acceptable levels of service under existing conditions. Impacts would be cumulative and temporary in nature and would be alleviated when planned improvements are constructed by Caltrans and service levels improve. Nonetheless, impacts would be significant in the near-term (i.e., following implementation of Phase I of the project).

2. Mitigation:

The project has been modified to mitigate or avoid these potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. The project shall participate in the funding of off-site improvements through the payment of Transportation Uniform Mitigation Fees (TUMF) in accordance with Riverside County Ordinance No. 824. TUMF fees are paid by applicants based on the amount of building square footage constructed. The project’s cost to construct any TUMF road improvements (including the realignment of Temescal Canyon Road) shall be credited against the required fees or as otherwise specified by a Project Development Agreement.
b. The project will be subject to the County of Riverside Traffic Signal Fee program in accordance with Riverside County Ordinance No. 748.1, which requires the payment of a fee to the County to reduce traffic congestion through signalization and which is administered on a per-acre basis for commercial and industrial development. (The project’s cost to construct a signal at Temescal Canyon Road and Lawson Road outlined below in Mitigation Measures b shall be credited against the required fees.)

Notwithstanding the foregoing, the implementation of the mitigation measures described above may not be sufficient to completely mitigate impacts. Improvements that are needed at the following three intersections during Phase I of the project may not be constructed until after the first phase of project development and the development of other projects in the area generates a level of traffic that triggers the need for these improvements to maintain acceptable levels of service.

- I-15 Freeway Southbound Ramps (NS) at:
  - Indian Truck Trail (EW)

- I-15 Freeway Northbound Ramps (NS) at:
  - Indian Truck Trail (EW)

- Temescal Canyon Road (NS) at:
  - Indian Truck Trail

The significant and unavoidable cumulative traffic impacts may be further reduced under the No Project Alternative, Biologically Superior Alternative, Distribution Warehouse Alternative, Reduced Project Alternative, and the Reduced Project Alternative – Continuation of Clay Mining and Development discussed in the Final EIR. The EIR identifies no other mitigation measures or alternatives that would reduce these impacts to a level of less than significant. The County finds that specific economic,
legal, social, technological, or other considerations make infeasible the No Project Alternative, Biologically Superior Alternative, Reduced Project Alternative, and Reduced Project Alternative – Continuation of Clay Mining and Development, even though implementation of any of these alternatives would reduce these near-term impacts, as described more fully in the EIR and these Findings. In that regard:

(a) Improvements at the I-15 ramps at Indian Truck Trail require the action of Caltrans and are not within the jurisdiction of the Lead Agency for this EIR (Riverside County). Riverside County therefore cannot assure that the improvements needed at the I-15 northbound and southbound ramps at Indian Truck Trail and at the intersection of Temescal Canyon Road and Indian Truck Trail (which are programmed to occur in association with I-15 ramp improvements) will be implemented prior to these intersections reaching unacceptable levels of service. In light of this, the project’s cumulative impacts at these three intersections during Phase I are significant and unavoidable. There are no feasible mitigation measures that could be applied to the project that would reduce this cumulative impact to a level below significance.

(b) Beyond the project’s first phase of development and in association with development of Phases II through IV, traffic generated by the project and other development projects in the area will continue to add traffic to the I-15 ramps at Indian Truck Trail. The County of Riverside Transportation Department reviewed several alternative intersection geometric configurations that would improve these ramps to function at acceptable levels of service and determined that the improvements needed to achieve satisfactory levels of service cannot be successfully implemented due to the excessive cost of widening and/or modifying the interchange
underpass at I-15 and Indian Truck Trail in relation to the benefit that would be achieved. Furthermore, widening or modifying these intersections cannot be successfully implemented in a reasonable period of time due to the time required to coordinate such a major project with other transportation agencies. The unacceptable levels of service at these ramps are the result of cumulative development in the surrounding area, including development of the Serrano Commerce Center Project. The project’s cumulative long-term impacts at these two intersections are therefore significant and unavoidable, and there are no feasible mitigation measures that would reduce this cumulative impact to a level below significance.

(c) Additionally, improvements to mainline segments of I-15 are under the jurisdiction of Caltrans and beyond the control of the Lead Agency for this EIR (Riverside County). The project’s incremental contribution of traffic to I-15 mainline segments is considered a significant and unavoidable cumulative impact in the short-term, until freeway segment improvements are made by Caltrans. A Statement of Overriding Considerations would be necessary for this short-term impact.

(d) The significant and unavoidable cumulative impacts to study area intersections and freeway segments may be further reduced under all alternatives described in the EIR: the No Project Alternative, Biologically Superior Alternative, Distribution Warehousing Alternative, Reduced Project Alternative, and the Reduced Project Alternative – Continuation of Clay Mining and Development. The County finds that specific economic, legal, social, technological, or other considerations make infeasible the No Project/No Development Alternative, No Project/Implementation of PM No. 35350 Alternative, Reduced Project Alternative, and Modified Southern
Perimeter Design Alternative described more fully in the SEIR and these Findings.

(i) The No Project Alternative would not be consistent with the Riverside County General Plan and Temescal Canyon Area Plan because it would fail to implement the land use designations applied to the site, would fail to realign Temescal Canyon Road through the site as required by the General Plan Circulation Element, and would fail to accommodate on-site trails as required by the Temescal Canyon Area Plan. Further, lack of development on the site would not increase the number of employment opportunities in the area, and would thereby not assist the County, which generally suffers from a lack of employment opportunities, in improving the existing jobs-housing ratio.

(ii) Implementation of the No Project Alternative, Biologically Superior Alternative, Reduced Project Alternative, and the Reduced Project Alternative – Continuation of Clay Mining and Development would not achieve an efficient use of the property, would create significantly fewer jobs, would not fully implement the County’s General Plan land use designations for the property, and, with exception of the No Project Alternative, would not avoid the Project’s significant and unavoidable construction-related air quality impacts.

(c) The EIR identifies no other mitigation measures or alternatives that would reduce these cumulative impacts. Until the I-15 improvements planned by Caltrans are physically constructed, impacts to freeway mainline segments remain significant and unmitigable under any alternative except for the No Project/No Development Alternative. In
addition, near-term impacts to study area intersections would remain impacted until TUMF or other County funding sources identify funding for the necessary improvements.

(f) Near-term and cumulative impacts to study area intersections and cumulative impact to freeway segments are further determined to be acceptable due to the overriding social, economic, environmental, or other benefits of the project, as more fully set forth in the Statement of Overriding Considerations set forth below.

BE IT FURTHER RESOLVED by the Board of Supervisors that it has considered the following alternatives identified in the EIR No. 492 in light of the environmental impacts which cannot be fully mitigated, avoided or substantially lessened and has rejected those alternatives as infeasible for the reasons hereinafter stated:

A. No Project Alternative

1. Under Section 15126.6(e)(2) of the CEQA Guidelines, the “No Project” alternative should consider what would be reasonably expected to occur in the foreseeable future if the project were not approved, based upon the site’s existing zoning, General Plan designation, and ability to be served with available community services. The No Project Alternative assumes that no development would occur on the site, and mining operations would continue. It is reasonably expected that mining activities would continue to occur on the site if the project was not approved. If mining operations were to continue on the site, it is possible that mining operations would expand substantially beyond the 67.0 acres of land currently utilized for mining. However, it is assumed that under the No Project Alternative, mining operations would continue on approximately 67.0 acres of the site, while the remaining 422.28 acres would be left in an undeveloped condition held in private ownership.
2. The No Development Alternative would fail to implement the Riverside County General Plan and Temescal Area Plan, which designate the project site for development for “Community Center (C-C)” and “Light Industrial (L-I)” land uses.

3. The No Project Alternative would not include the realignment of Temescal Canyon through the site or the construction of a regional trail segment, as planned for by the Circulation Element of the Riverside County General Plan and Temescal Canyon Area Plan.

4. The project site is not fenced, so the potential exists for the undeveloped portions of the project site to continue to be disturbed by unauthorized uses of the site, such as ATVs.

5. Uncontrolled erosion and sedimentation would continue as it occurs under existing conditions.

6. The project as proposed is estimated to provide approximately 7,816 jobs. Temporary construction jobs would also be created for the construction phase of the project. The No Project Alternative would fail to provide additional employment opportunities for nearby residents. The Riverside County General Plan Program SEIR No. 441 concluded that Riverside County is “rich in housing and poor in jobs.” Furthermore, Riverside County General Plan Program SEIR No. 441 states, “this means that residents of Riverside County are traveling to surrounding counties to work, which, in turn equates to longer commute times, increased air quality impacts, and a lower quality of life.” The No Project Alternative would do nothing to alleviate the jobs/housing balance in the County.

7. Because no discretionary action would be required, MSHCP fee payment per County Ordinance No. 810 would not be required.
8. The No Project Alternative would fail to meet all but one of the basic project objectives because it would not provide for a mixture of light industrial and commercial retail land uses; would not provide a mix of non-residential employment-generating uses to attract new businesses to the area; would not provide commercial retail land uses in close proximity to regional transportation corridor; would not achieve the desired FAR and would not make efficient use of the property; would not provide for the permanent conservation of areas desired for the MSHCP Reserve System; would not accommodate an on-site pedestrian circulation network; and would not plan or construct needed capital improvements, including transportation facilities and particularly the extension of Temescal Canyon Road. Furthermore, retention of a portion of the site as a mine and the remainder of the site in its existing undeveloped condition would be inconsistent with the General Plan and the Temescal Valley Area Plan, which call for development of the site consistent with the County’s Community Commercial and Light Industrial land use designations.

9. The No Project/No Development Alternative would not meet the County’s land use and economic development objectives. The County’s General Plan Land Use Element Polices LU 7.1 and LU 7.2 promote a balance of land uses and stable employment uses that enhance fiscal viability. Policy LU 7.12 encourages the maintenance of a balance between jobs and housing within the County and the County’s jobs/housing balance is addressed through implementation of the land use designations assigned by the County’s General Plan and Area Plan land use maps. The No Project Alternative would not implement the site’s “Community Center (C-C)” and “Light Industrial (L-I)” land use designation and, therefore, would not meet
the County’s objectives to enhance fiscal viability and improve the County’s jobs/housing balance.

10. The No Project Alternative would not meet the County’s General Plan Policy C.1.1 to design a transportation system in accordance with the County’s Circulation Plan. Namely, Circulation Element improvements to Temescal Canyon Road and Old Temescal Canyon Road (North and South) would not occur within the site or along the site’s frontage under the No Project Alternative.

11. The No Project Alternative would also not be economically feasible. Mining would continue to occur but all of the known high-quality clay deposits were depleted from the site in about 1985. The clay currently extracted from the site is not highly desired by consumers of industrial minerals as evidenced by the low extraction volumes reported for the on-site over the past 15 years. From 1994 to 2009, the amount of clay extracted from the project site has ranged from only 4,460 tons to 21,500 tons per year. Over the past five years, the amount has steadily decreased each year.

B. Biologically Superior Alternative

1. The Biologically Superior Alternative assumes that light industrial development would occur on the site; however, the majority the site would be maintained as either open space (259.51 acres) or an MSHCP conservation area (48.77 acres). Approximately 181.00 acres would be graded and developed into light industrial land uses, major circulation, and roadway-adjacent landscaping. Commercial retail land uses would not be provided under this alternative. As part of this alternative, Temescal Canyon Road would be realigned through the project site, although several bridges would be needed.
This Alternative was selected for consideration in order to assess the potential lessening of environmental impacts associated with a reduction in building intensity and a concomitant reduction in the number of vehicle trips, vehicular noise, and vehicular air emissions. Impacts to sensitive vegetation and jurisdictional waters and drainage courses would be reduced or avoided. Off-site impacts would be limited to those required for road improvements.

2. The Biologically Superior Alternative would not be as efficient as the project in implementing the Riverside County General Plan and Temescal Area Plan land use designations of “Community Center (C-C)” and “Light Industrial (L-I)” on the portions of the site that would be retained as open space.

3. The Biologically Superior Alternative would not be as effective as the project in achieving the basic project objectives because it would not as efficiently provide for light industrial and would not accommodate any commercial retail land uses; would not as efficiently provide a mix of non-residential employment-generating uses to attract new businesses to the area; would not provide commercial retail land uses in close proximity to regional transportation corridor; and would not achieve the desired FAR.

4. The Biologically Superior Alternative would not be as effective in meeting the County’s land use and economic development objectives. The County’s General Plan Land Use Element Polices LU 7.1 and LU 7.2 promote a balance of land uses and stable employment uses that enhance fiscal viability. Policy LU 7.12 encourages the maintenance of a balance between jobs and housing within the County and the County’s jobs/housing balance is addressed through implementation of the land use designations assigned by the County’s General Plan and Area Plan land use maps. The
Biologically Superior Alternative would not implement the site’s “Community Center (C-C)” land use designation, and would accommodate less area devoted to “Light Industrial (L-I)” land uses than the project; therefore, this Alternative would not meet the County’s objectives to enhance fiscal viability and improve the County’s jobs/housing balance as effectively as the project.

5. The Biologically Superior Alternative would produce lower economic returns for the project applicant. As a result, it would not be economically feasible for the project to participate in the realignment of Temescal Canyon Road beyond land dedication for the public right of way. Temescal Canyon Road is a County Circulation Element roadway that is planned to be realigned and extended through the project site to relieve traffic congestion and truck and passenger car conflicts along its current alignment west of I-15. The road realignment would need to be fully funded by the County of Riverside or other party, which would be unlikely and render the project undevelopable because access to the property is dependant on the realignment of this roadway. No development would occur on the site until the road is realigned as called for the County’s General Plan. Until the roadway was realigned, no dedications would be made by the project applicant to the MSHCP Reserve, no tax revenue would be created from new development, and no new employment opportunities would be available on the site.

6. Although implementation of the Biologically Superior Alternative would reduce the project’s anticipated significant and unavoidable air quality and traffic impacts, implementation of this Alternative would not completely avoid them.
7. Implementation of the Biologically Superior Alternative would not channel the Coldwater Canyon Wash or the Mayhew Wash through the project site, rendering the Alternative economically infeasible and impractical. Grading quantities could not be balanced and approximately 25 to 50% of graded material would need to be exported off the site by truck. Additionally, unorthodox landform alteration methods would be required in an attempt to provide usable building pads, including the use of sliver fills along the edges of the steep canyon edges, the bridging of roads, and excessive earthwork to create level building pads.

8. There would be large changes in topography along the alignment of Temescal Canyon Road, creating road grade issues, including exceeding a required 6% grade (substandard condition), the provision of ramps to access adjacent building pads, the provision of at least three bridges spanning from approximately 200 to 450 feet in length, and line of sight/visibility safety concerns. The costs to construct Temescal Canyon Road in this manner would be unorthodox and substantially increase its construction costs.

9. Due the dispersal of development areas and the preservation of drainage courses between building pads under the Biologically Superior Alternative, the provision of infrastructure to service the building pads would be substantially increased in cost, inefficient, and impractical to physically install.

C. Distribution Warehousing Alternative

1. The Distribution Warehousing Alternative would develop a majority of the site with light industrial land uses; however, the Specific Plan Zoning Ordinance for this alternative would prohibit all light industrial land uses except distribution warehousing. This Alternative also includes the development of commercial retail land uses. Specifically, under this
Alternative, 388.50 acres of distribution warehousing uses and 18.30 acres of commercial retail land uses would be developed on 406.30 acres. This Alternative proposes 5,408,409 square feet of distribution warehousing building area and 167,401 square feet of commercial retail building area. The Distribution Warehousing Alternative was selected for consideration in order to assess the potential reduction in traffic-related impacts, as the Distribution Warehousing Alternative would generate less employees than the project would generate, thereby reducing the daily number of vehicle trips to and from the site.

2. The Distribution Warehousing Alternative would not be as efficient as the project in implementing the Riverside County General Plan and Temescal Area Plan land use designations of “Light Industrial (L-I)” because uses would be restricted to distribution warehouses only, and no industrial land uses would be permitted. Such a restriction would result in a demand for industrial land off-site, and such off-site locations may not be located in close proximity to regional transportation facilities.

3. The Distribution Warehousing Alternative would not be as effective as the project in achieving the basic project objectives because it would not provide for light industrial land uses (other than warehouse distribution); would not as efficiently provide a mix of non-residential employment-generating uses to attract new businesses to the area; would accommodate less area devoted to commercial retail land uses; and would not achieve a commercially acceptable floor area ratio.

4. The Distribution Warehousing Alternative would not be as effective in meeting the County’s land use and economic development objectives. The County’s General Plan Land Use Element Polices LU 7.1 and LU 7.2 promote a balance of land uses and stable employment uses that enhance
fiscal viability. Policy LU 7.12 encourages the maintenance of a balance between jobs and housing within the County and the County’s jobs/housing balance is addressed through implementation of the land use designations assigned by the County’s General Plan and Area Plan land use maps. The Distribution Warehousing Alternative would accommodate only 5,408,409 square feet of distribution warehouse uses and 167,401 square feet of commercial land uses, as opposed to the 6,600,994 square feet of light industrial and 172,150 square feet of commercial retail land uses proposed by the project. In addition, distribution warehouse uses produce fewer employment opportunities than would occur if the site were developed with light industrial land uses.

Although implementation of the Distribution Warehousing Alternative would reduce the project’s anticipated significant and unavoidable air quality and traffic impacts, implementation of this Alternative would not completely avoid them.

D. Reduced Project Alternative

1. The Reduced Project Alternative considers development of the site similar to the project, but with a 25% reduction in total maximum building square footage. As compared to the project, this alternative would provide for additional areas of open space within the two primary drainage areas (Mayhew Wash and Coldwater Wash) that traverse the site, in addition to the provision of additional open space along I-15 and the Temescal Wash. This alternative would consist of the development of light industrial land uses on 350.00 acres, 7.50 acres of commercial retail land uses, 79.78 acres of project open space — conservation (MSHCP conservation area), and circulation and flood control facilities on 52.00 acres. In addition, a maximum total of 5,079,858 square feet of light industrial and commercial
retail uses would be constructed, in lieu of the maximum total of 6,773,144 s.f. proposed by the project, for a total reduction of 1,693,286 s.f. of building area. This alternative includes the realignment of Temescal Canyon Road and the creation of two internal collector streets. The Reduced Project Alternative was selected to assess the effects of a less intensive development scenario, and the potential reduction of impacts to air quality, traffic, noise, hazards and hazardous materials, hydrology and water quality, and energy resources.

2. The Reduced Project Alternative would not be as efficient as the project in implementing the Riverside County General Plan and Temescal Area Plan land use designations of “Community Center (C-C)” and “Light Industrial (L-I)” because the site would be developed with 25% less building area. Such a restriction could result in a demand for commercial and industrial land off-site, and such off-site locations may not be located in close proximity to regional transportation facilities.

3. The Reduced Project Alternative would not be as effective as the project in achieving the basic project objectives because it would not provide for as much light industrial and commercial retail land uses; would not as efficiently provide a mix of non-residential employment-generating uses to attract new businesses to the area; would accommodate less area devoted to commercial retail land uses; and would not achieve a commercially acceptable floor area ratio.

4. The Reduced Project Alternative would not be as effective in meeting the County’s land use and economic development objectives. The County’s General Plan Land Use Element Polices LU 7.1 and LU 7.2 promote a balance of land uses and stable employment uses that enhance fiscal viability. Policy LU 7.12 encourages the maintenance of a balance between
jobs and housing within the County and the County's jobs/housing balance is addressed through implementation of the land use designations assigned by the County's General Plan and Area Plan land use maps. The Reduced Project Alternative would accommodate 25% less building area, which would result in a concomitant reduction in employment opportunities in the area.

The Reduced Project Alternative would produce lower economic returns for the project applicant, reducing the applicant's ability to supply and participate in the funding for the project's infrastructure requirements, such as the extension ofTemescal Canyon Road. Additionally, the project's proposed and the Stormwater Recharge and Recovery Program system may not be economically feasible to construct. Temescal Canyon Road is a County Circulation Element roadway that is planned to be realigned and extended through the project site to relieve traffic congestion and truck and passenger car conflicts along its current alignment west of I-15. Under the Reduced Project Alternative, the road realignment would need to be fully funded by the County of Riverside or other party, which would be unlikely and render the project undevelopable because access to the property is dependant on the realignment of this roadway. No development would occur on the site until the road is realigned as called for the County's General Plan. Until the roadway was realigned, no dedications would be made by the project applicant to the MSHCP Reserve, no tax revenue would be created from new development, and no new employment opportunities would be available on the site.

Although implementation of the Reduced Project Alternative would reduce the project's anticipated significant and unavoidable air quality and traffic
impacts, implementation of this Alternative would not completely avoid them.

E. Reduced Project Alternative/Continuation of Clay Mining and Development

1. Under the Reduced Project Alternative/Continuation of Clay Mining and Development, the site would be developed with light industrial and commercial retail land uses in conjunction with the continuation of on-site clay mining activities that are currently occurring on a portion of the site under existing conditions. This Alternative proposes light industrial uses on 262.76 acres, with a maximum of 4,807,246 square feet of building space. Under this Alternative, a commercial retail center would be constructed on 13.40 acres, with a maximum of 122,577 square feet of building space. Clay mining activities would continue on 67.00 acres, and a total of 109.90 acres would be provided as project open space or as a conservation area to be conveyed to the MSHCP Reserve, including approximately 48.00 acres provided as a buffer between mining activities and the light industrial and commercial retail uses. Temescal Canyon Road would be realigned to traverse the site.

This Alternative was selected to assess the effects of continuing the current on-site mining activities while developing a commerce center. As a result, this alternative would reduce project impacts to mineral resources because it would accommodate the continuation of mining activities on the site.

2. The Reduced Project Alternative/Continuation of Clay Mining and Development would not be as efficient as the project in implementing the Riverside County General Plan and Temescal Area Plan land use designations of “Community Center (C-C)” and “Light Industrial (L-I)” because the site would be developed with only 262.76 acres of light industrial and 13.40 acres of commercial retail land uses, as opposed to
372.06 and 17.45 acres proposed by the project, respectively. Such a reduction in building intensity on-site could result in a demand for commercial and industrial land off-site, and such off-site locations may not be located in close proximity to regional transportation facilities.

3. The Reduced Project Alternative/Continuation of Clay Mining and Development would not be as effective as the project in achieving the basic project objectives because it would not provide for as much light industrial and commercial retail land uses; would not as efficiently provide a mix of non-residential employment-generating uses to attract new businesses to the area; would accommodate less area devoted to commercial retail land uses; and would not achieve a commercially acceptable floor area ratio.

4. The Reduced Project Alternative would not be as effective in meeting the County’s land use and economic development objectives. The County’s General Plan Land Use Element Polices LU 7.1 and LU 7.2 promote a balance of land uses and stable employment uses that enhance fiscal viability. Policy LU 7.12 encourages the maintenance of a balance between jobs and housing within the County and the County’s jobs/housing balance is addressed through implementation of the land use designations assigned by the County’s General Plan and Area Plan land use maps. The Reduced Project Alternative/Continuation of Clay Mining and Development would accommodate less building area, which would result in a concomitant reduction in employment opportunities in the area.

5. The Reduced Project Alternative/Continuation of Clay Mining and Development would result in lower economic returns for the project applicant. All of the known high-quality clay deposits were depleted from the site in about 1985. The clay currently extracted from the site is not highly desired by consumers of industrial minerals as evidenced by the low
extraction volumes reported for the on-site over the past 15 years. From 1994 to 2009, the amount of clay extracted from the project site has ranged from only 4,460 tons to 21,500 tons per year. Over the past five years, the amount has steadily decreased each year. Due to the lower economic returns it would not be economically feasible for the project applicant to participate in the realignment of Temescal Canyon Road beyond land dedications for the public right-of-way. Temescal Canyon Road is a County Circulation Element roadway that is planned to be realigned through the project site to relieve traffic congestion and truck and passenger car conflicts on its current alignment west of I-15. The road realignment would need to be funded by the County of Riverside or other party, which would be unlikely and render the project undevelopable because access to the property is dependant on the realignment of this roadway. No development would occur on the site until the road is realigned as called for the County’s General Plan. Until the roadway was realigned, no dedications would be made by the project applicant to the MSHCP Reserve, no tax revenue would be created from new development, and no new employment opportunities would be available on the site.

6. Although implementation of the Reduced Project Alternative/Continuation of Clay Mining and Development would reduce the project’s anticipated significant and unavoidable air quality and traffic impacts, implementation of this Alternative would not completely avoid them. In addition, this alternative would result in increased impacts to aesthetics due to the visibility of mining activities.

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

2. The project's light industrial and commercial retail land uses are consistent with the "Community Center (C-C)" and "Light Industrial (L-I)" land use designation assigned to the property by the Temescal Valley Area Plan. The property is generally flat and is highly disturbed due to past mining and other uses. The vegetation on the site consists of a mixture of native and non-native plant species. The site is located within the MSHCP Criteria Area, the project will convey open space and limit urban interface edge effects in manners consistent with the MSHCP; off-site locations would not improve the project's consistency with MSHCP policies. All impacts to biological resources would be mitigated to a level below significant.

3. Development at an off-site location likely would result in increased distance between the light industrial/commercial retail land uses and regional transportation facilities, thereby increasing traffic congestion, noise, and air quality impacts.

4. Development in an alternate location in Western Riverside County would also result in freeway mainline impacts and long-term cumulative air quality impacts. Although development in an off-site location has the potential to avoid the project's significant and unavoidable impacts to the I-15 freeway ramps at Indian Truck Trail, impacts at this location would occur in the absence of the project and it is likely that project traffic would result in similar unavoidable impacts in other areas of the County due to the volume of traffic produced by the project. Therefore, there is no environmental benefit to considering development of the project at an alternate location. Further, the project applicant does not own or control
any other possible sites for the project within the County of Riverside that would satisfy the project objectives.

BE IT FURTHER RESOLVED by the Board of Supervisors that it has balanced the benefits of the project against the unavoidable adverse environmental effects thereof, and has determined that the following benefits outweigh and render acceptable those environmental effects:

A. The project will implement light industrial and commercial retail land uses on the site in an efficient manner, which would result in the creation of employment opportunities, as encouraged by General Plan Land Use Element Polices LU 7.1, LU 7, and LU 7.12. Approximately 7,816 jobs would be created by the project. The addition of these new jobs will generate revenue for the County and enhance the County’s fiscal viability and economic diversity. The project’s approximately 7,816 new jobs represents 60 percent of the employment growth in western Riverside County between 2010 and 2020, as projected by the Southern California Association of Governments in their 2008 Regional Transportation Plan growth forecasts. The project’s approximately 7,816 new jobs also represents four (4) percent of SCAG’s projected employment growth for the entire geographic area represented by the Western Riverside Council of Governments (including the cities of Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, and portions of unincorporated Riverside County including the new City of Menifee that was not yet incorporated at the time the 2008 SCAG forecast was published).

B. The project will realign and participate in the construction of an extension of Temescal Canyon Road in accordance with the County General Plan and Temescal Canyon Area Plan, and will also improve portions of Old Temescal Canyon Road North and Old Temescal Canyon Road South and their intersections with the new extension of Temescal Canyon Road. The project and the project applicant’s participation in land dedication and funding will advance the construction and improvements of these roadways. The project also has designed the extension of Temescal Canyon Road to accommodate three lanes of
traffic in each direction as opposed to the two lanes originally planned for this road segment by the County’s General Plan. C. The project’s extension of Temescal Canyon Road through the site will be of great benefit to the local community by providing a direct route for truck traffic east of I-15. Public safety will be improved by substantially reducing truck volumes in residential areas surrounding the project site and west of I-15 and by lessening the potential for conflicts between trucks and passenger vehicles.

D. The project will convey 48.77 acres of natural Open Space - Conservation to be dedicated to the Western Riverside County MSHCP, thereby facilitating the County’s ability to implement the Plan in the local area.

E. The project will accommodate a pedestrian circulation network, including a segment of the County’s regional trail system, community trails, and other pedestrian pathways. The project represents an improvement to the County’s trail plan which called for a regional trail to be aligned along Temescal Canyon Road. Because this roadway is projected to carry a high volume of truck and passenger car traffic that may lessen enjoyment of the trail by its users (pedestrians and equestrian riders), the project will modify the planned alignment of the regional trail through the project site to occur near the planned boundary of the MSHCP Reserve, enhancing the County’s trail system and the enjoyment of the trail by its future users. The project also offers two community trail segments along its planned drainage channels that were not previously identified on the County’s trail plan.

F. The project will make monetary contributions to Riverside County’s Transportation Uniform Mitigation Fee (TUMF) to assist in the construction of regional transportation improvements.

G. The project will make monetary contributions to the Western Riverside County MSHCP to assist in property acquisition and maintenance of habitat core and linkage areas.

H. The project will incorporate multiple design features to reduce operational energy consumption. According to calculations conducted by the project’s air quality consultant and included in Appendix B1 of the Final EIR, the project will reduce its greenhouse gas
emission levels by approximately 29.7 percent below business-as-usual, including 7.4 percent attributed to energy efficient building features specified in the Serrano Commerce Center Specific Plan.

I. The project will install an innovative Stormwater Recharge and Storage Program system that will substantially lower the project’s domestic water demand and fossil fuel consumption compared to other employment areas by lowering the project’s need to import irrigation water. The system is designed to recover the project’s on-site urban runoff and store it underground. The stored water would then be available for irrigation of the project’s landscaped areas.

BE IT FURTHER RESOLVED by the Board of Supervisors that the State CEQA Guidelines (Section 15126 (g)) require an EIR to discuss how a project could directly or indirectly lead to economic, population, or housing growth. A project may be growth-inducing if it removes obstacles to growth, taxes community service facilities or encourages other activities which cause significant environmental effects. The discussion is as follows:

A. Economic, Population, or Housing Growth

The project would accommodate approximately 6,600,994 square feet of light industrial and 172,150 square feet of commercial retail that would have the potential to foster economic growth in the surrounding environment. Development of the project would occur consistent with planned growth identified in the Riverside County General Plan, the Temescal Valley Area Plan, and the Southern California Association of Governments (SCAG) Regional Comprehensive Plan. An extensive analysis of the balance of jobs and housing was conducted as part of the Housing Element of the County’s General Plan. Because the project would be consistent with the General Plan Land Use Plan and the land use designations assigned to the property by the Temescal Valley Area Plan, implementation of the project would be consistent with growth forecasts and would not create an imbalance between jobs and housing in the project vicinity. The project site is
currently undeveloped and vacant except for a small nursery, three mobile home units, a small engineering firm (grading/paving operations), a clay mine, and several bee boxes owned by a local honey producer. The project site is surrounded by industrial land uses, open space, the El Sobrante Sanitary Landfill, and low and medium density residential land uses. Development is occurring in accordance with the Temescal Valley Area Plan and in a phased manner with a logical extension of utility and infrastructure improvements. Implementation of the project would not stimulate growth in the area beyond that anticipated by the General Plan and the Temescal Valley Area Plan.

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

A. Land Use Element

Development of the site with light industrial and commercial retail land uses is permitted by the Riverside County's Community Center and Light Industrial land use designations. The project is therefore consistent with the Land Use Element in that the property would be developed in accordance with the Community Development Foundation Component land use designations applied to the site by the General Plan, and in accordance with the "Community Center (C-C)" and "Light Industrial (L-I)" land use designations applied to the site by the Temescal Valley Area Plan.

B. Circulation Element

As part of the project, realignment of Temescal Canyon Road and improvements to Old Temescal Canyon Road North and Old Temescal Canyon Road South, beyond the northern and southern boundaries of the project site would provide consistency with the designations assigned to these roadways by the County General Plan Circulation Plan. The project's technical traffic report concludes that implementation of the project, in conjunction with planned improvements, would
not degrade the level of service of any existing or intersection below an acceptable level; however, the contribution of traffic to freeway mainlines and to the I-15 on-ramps at Indian Truck Trail would be significant and unavoidable. Mitigation is not available for the project’s impacts to freeway mainlines because no program exists to which Development Impact Fees for freeway impacts may be paid. For the cumulatively impacted intersections at the on-ramps to I-215 at Indian Truck Trail, impacts would remain significant due to physical constraints that prevent widening or modifying these intersections. The project is consistent with the General Plan Land Use Plan, and is thereby consistent with the traffic volumes envisioned by the General Plan Land use Plan. All required improvements that are directly attributable to the project would be constructed as part of the project and fair share costs would be contributed for improvements to affected off-site roadways through payment of the Transportation Uniform Mitigation Fees (TUMF) and Development Impact Fees (DIF).

The General Plan identifies a Regional Trail adjacent to the realigned Temescal Canyon Road. The project includes the construction of a dual-purpose six-foot sidewalk/bike lane, which would connect to existing community trail segments located north of Planning Areas 12A and 13B and south of Planning Areas 13C and 13D.

C. Multipurpose Open Space Element

The project site is not identified for open space preservation by the General Plan or the MSHCP. The General Plan designates the site as a Community Development area for “Community Center (C-C)” and “Light Industrial (L-I)” uses. Vegetation on the project site is highly disturbed due to past mining and other uses on the site. The following state or federally listed plants and wildlife species were observed on-site: small-flowered microseris, San Diego tarplant, Coulter’s matilija poppy, and least Bell’s vireo. However, impacts to these species would be reduced to less
than significant levels with the mitigation measures identified in the EIR. The State Farmland Mapping and Monitoring Program (FMMP) identifies portions of the project site as containing areas of Local Important Farmland and Grazing Land, which are not farmland designations of concern for conversion to a non-agricultural land use. The site has been completely disturbed by past development and ongoing maintenance of fallow fields on-site and, as such, is not environmentally sensitive. The project site does contain significant cultural resource deposits, but mitigation has been provided to reduce such impacts to less than significant levels. In addition, the potential exists for the discovery of archaeological or paleontological resources during grading and construction and mitigation measures are presented in EIR No. 492, Section 4.5 to reduce impacts to below a level of significance. Additionally, the project site is located adjacent to I-15, an identified scenic corridor, although design guidelines included as part of the project would preclude significant impacts to this state eligible scenic highway. Although the site is mapped within a valuable mineral resource area and has been used in the past for mineral resource production, the site is proposed to be developed in accordance with the land use designations applied to the site by the General Plan and Temescal Valley Area Plan. In addition, mining uses are generally inconsistent with the open space and residential uses in the area, and conflicts with policies promoting the enhancement of aesthetic resources within identified scenic corridors (i.e., I-15).

D. Safety Element

Any structures designated for development would be constructed in accordance with the California Building Code (CBC) and any site-specific conditions imposed by the County Geologist; thus insuring geologic safety. The project site is not located within a blowsand area, is not located within a dam inundation area, and would not conflict with any disaster preparedness plan. Compliance with the
requirements of the Riverside County Fire Department, and the required payment of mitigation fees pursuant to Ordinance 659.6 would ensure fire safety. Lastly, the project does not include the use of or creation of hazardous materials with the exception of building materials and products that are not hazardous in small concentrations. EIR No. 492, Section 4.11 addresses remediation of potential hazardous wastes present on the site.

E. Noise Element

As indicated in Section 4.14 of EIR No. 492, noise impacts are not anticipated during construction or long-term on-site operations; however, interior noise levels for on-site buildings may exceed the County’s interior noise standard established pursuant to Ordinance No. 847. EIR No. 492, Section 4.14 provides mitigation measures to ensure that interior noise levels are mitigated to below acceptable levels. With application of the required mitigation measures, the project would be consistent with the General Plan Noise Element.

F. Housing Element

The General Plan Land Use designation for the project site is “Community Center (C-C)” and “Light Industrial (L-I)”. The project is consistent with the land use designations. Although the project site currently includes three occupied mobile homes, all of which would be removed during construction of the project, the removal of these homes would not create the need to build substantial amounts of replacement housing, as there is sufficient housing stock available in western Riverside County. In addition, the project does not propose housing. Therefore, no conflict with the Housing Element would occur with implementation of the project. The project also would not disrupt or divide any established community because the site is planned to be developed in accord with the land use designations assigned to the site by the General Plan.

G. Air Quality Element
As disclosed in Section 4.4 of EIR No. 492, the project applicant would be required to implement mitigation measures intended to reduce direct air quality impacts to the greatest feasible extent. Implementation of the mitigation measures would ensure consistency with the Air Quality Element. Not unlike other development projects in Riverside County, and as disclosed in the SEIR prepared for the County General Plan (SCH No. 2002051143), direct and cumulative air quality impacts would remain significant and unmitigable. Although the project’s contribution to air quality impacts is cumulatively significant, the mitigation measures presented in Section 4.4 of EIR No. 492 would reduce those impacts to the greatest extent possible, in conformance with SCAQMD, EPA, and CARB requirements.

H. Administration Element

The Administration Element contains information regarding the structure of the General Plan as well as general planning principles and a statement regarding the vision for Riverside County. No policy directives are included in this Element.

BE IT FURTHER RESOLVED by the Board of Supervisors that the project is in conformance with the conservation requirements of the Western Riverside County Multiple Species Conservation Plan (MSHCP) in that:

A. The project site is located within the MSHCP Criteria Area within Cell Groups F, G, H, and I, and portions of the site are designated for open space conservation by the MSHCP. The project proposes to set aside 48.77 acres of land along the site’s eastern and northern boundaries as an open space conservation area. This acreage would be conveyed to the RCA to be included in the MHSCP Conservation Area. The RCA determined through the project’s HANS application process that the proposed on site reserve design is consistent with the conservation criteria for the affected Cell Groups.

B. Pursuant to Section 6.1.2 of the MSHCP, an assessment of potentially significant effects on Riparian/Riverine Areas and Vernal Pools, which includes identification
and mapping of such areas located on the project site, is required if such resources are identified on the project site. The property supports 1.3 acres of mulefat scrub, 14.46 acres of southern arroyo willow/mulefat scrub, 2.6 acres of eucalyptus woodland with arroyo willow understory, 4.75 acres of alluvial fan sage scrub (within drainage limits), and 3.49 acres of other riverine areas composed of unvegetated, non-native and upland vegetation communities. Additionally, mapped riparian/riverine habitat within the off-site impact area includes 0.1 acre of mulefat scrub; 1.0 acres of southern arroyo willow/mulefat scrub, and 0.17-acre of other riverine areas composed of unvegetated, non-native and upland vegetation communities. In total, 1.35 acres of mulefat scrub, 1.22 acres of arroyo willow/mulefat scrub, 2.6 acres of eucalyptus woodland with arroyo willow understory, 3.11 acres of alluvial fan sage scrub (within drainage limits), and 2.45 acres of other riverine areas composed of unvegetated, non-native, and upland vegetation communities would be directly and permanently impacted by the project and cannot be avoided due to proposed realignment of Temescal Canyon Road and proposed drainage improvements to Coldwater Wash and Mayhew Wash. As required by the MSHCP, a DBESP was prepared for the project, which determined that the project, and its proposed mitigation measures for impacts to riparian/riverine habitats, represents biologically equivalent or superior preservation of habitats than would occur from complete avoidance. The DBESP reports that the proposed creation and enhancement of habitat within the on-site conservation area would produce a more diverse, healthy, self-sustaining community that can support and be accessed by more species, particularly species that may access these areas from Temescal Wash.

Pursuant to Section 6.1.3 of the MSHCP, habitat assessments and/or focused surveys for certain Narrow Endemic plant species are required for properties within mapped survey areas. Narrow endemic species surveys identified the presence of
two special status species, the small-flowered microseris and Coulter’s matilija poppy. Impacts to small-flowered microseris were determined to be less than significant because the site does not support clay soils identified for preservation by the MSHCP, the small patch identified on-site does not appear to satisfy any of the objectives for species conservation, the project site is not identified by the MSHCP as a known location for the species that should be conserved, and the patch of five to ten individuals observed does not constitute a locality with at least 1,000 individuals as required by species conservation objective 3. As such, the project site is not identified for conservation under the MSHCP for this species. For Coulter’s matilija poppy, only two patches were observed on-site but outside the Criteria Area. Because no Coulter’s matilija poppy was found within the Criteria Area on the project site, the project site would not constitute a locality of Coulter’s matilija poppy within the Conservation Area and therefore does not warrant conservation under the MSHCP.

D. Pursuant to Section 6.1.4 of the MSHCP, projects in close proximity to the MSHCP Conservation Area are required to incorporate mechanisms to address indirect effects to the MSHCP Conservation Area. The project site is located adjacent to the MSHCP Criteria Area or any MSHCP Preserve; however, mitigation measures for direct impacts have been incorporated within Section 4.6 of EIR No. 492. Thus, secondary edge effect impacts on the MSHCP Preserve would be reduced to less than significant levels.

E. Pursuant to Section 6.3.2 of the MSHCP, habitat assessments and/or focused surveys for certain additional plant and animal species are required for properties within mapped survey areas. The project site and its off-site improvement area are located in Criteria Area Species Survey Area 1, which requires habitat assessments for thread-leaved brodiaea, Davidson’s saltbush, Parish’s bristlybush, smooth tarplant, round-leaved filaree, Coulter’s goldfields, and little mouse-tail. The July
27, 2004 and September 2005 Rare Plant Surveys (see Appendices D2 and D3 to EIR No. 492) indicate that these species are not present on the site. Surveys conducted in 2007 on the site and in the off-site improvement areas (see Appendix D12) also produced negative results. The Project site and its off-site improvement area are also located within the survey area for the western burrowing owl. Focused surveys were conducted in 2004, 2005, 2006, and 2007, and a focused winter season survey was also conducted in 2005 (see Appendices D7, D8, D10, D12, and D9, respectively). The results of all of the surveys were negative. However, because the species is migratory and suitable habitat exists on the site and within the project’s off-site improvement area, the burrowing owl has the potential to move onto the site prior to grading and development. With implementation of the mitigation measures contained in Section 4.6 of EIR No. 492, potential impacts to this species would be reduced to a level below significance.

F. Pursuant to Section 6.4 of the MSHCP, fuel management is required to be considered. No fuel management is proposed within the Conservation Area.

BE IT FURTHER RESOLVED by the Board of Supervisors that SP No. 353 and TPM No. 33285 are consistent with the County of Riverside General Plan as adopted by the Riverside County Board of Supervisors on October 7, 2003.

BE IT FURTHER RESOLVED by the Board of Supervisors that it has reviewed and considered EIR No. 492 in evaluating the project, that EIR No. 492 is an accurate and objective statement that complies with the California Environmental Quality Act and reflects the County’s independent judgment, and that EIR No. 492 is incorporated herein by this reference.

BE IT FURTHER RESOLVED by the Board of Supervisors that it CERTIFIES EIR No. 492 and ADOPTS the Mitigation Monitoring and Reporting Plan specified therein.

BE IT FURTHER RESOLVED by the Board of Supervisors that SP No. 353, on file with the Clerk of the Board, including the final conditions of approval and exhibits, is hereby adopted as the
Specific Plan of Land Use for the real property described and shown in the plan, and said real property shall be developed substantially in accordance with the plan, unless the plan is amended by the Board.

BE IT FURTHER RESOLVED by the Board of Supervisors that TPM No. 32885, on file with the Clerk of the Board, including the final conditions of approval and exhibits, is hereby approved for the real property described and shown on the map, and said real property shall be developed substantially in accordance with Tentative Parcel Map No. 32885, unless the map is amended by the Board.

BE IT FURTHER RESOLVED by the Board of Supervisors that copies of the SP No. 353 and TPM No. 32885 shall be placed on file in the Clerk of the Board, in the Office of the Planning Director, and in the Office of the Building and Safety Director, and that no applications for other development approvals shall be accepted for real property described and shown in the project, unless such applications are substantially in accordance herewith.

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

10. EVERY. 1 SP - Hold Harmless

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 SP - Definitions

The words identified in the following list that appear in all capitals in the attached conditions of Specific Plan No. 353 shall be henceforth defined as follows:

SPECIFIC PLAN = Specific Plan No. 353, Screencheck No.3.

CHANGE OF ZONE = Change of Zone No. 07365.

GPA = Comprehensive General Plan Amendment No. 815.

EIR = Environmental Impact Report No. 492.

10. EVERY. 3 SP - SP Document

Specific Plan No. 353 shall include the following:

a. Specific Plan Document, which shall include:

1. Board of Supervisors Specific Plan Resolution including the Mitigation Reporting/Monitoring Program
2. Conditions of Approval.
4. Land Use Plan in both 8 1/2" x 11" black-and-white and 11" x 17" color formats.
5. Specific Plan text.
10. GENERAL CONDITIONS

6. Descriptions of each Planning Area in both graphical and narrative formats.

b. Final Environmental Impact Report No. 492 Document, which must include, but not be limited to, the following items:

1. Mitigation Monitoring/Reporting Program.
2. Draft EIR
3. Comments received on the Draft EIR either verbatim or in summary.
4. A list of person, organizations and public agencies commenting on the Draft EIR.
5. Responses of the County to significant environmental point raised in the review and consultation process.
6. Technical Appendices

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

10. EVERY. 4 SP - Ordinance Requirements

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. 5 SP - Limits of SP DOCUMENT

No portion of the SPECIFIC PLAN which purports or proposes to change, waive or modify any ordinance or other legal requirement for the development shall be considered to be part of the adopted specific plan. Notwithstanding 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.
10. GENERAL CONDITIONS

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 California 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 OBEDIED    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.

E HEALTH DEPARTMENT

10.E HEALTH. 1    SP - CONNECT TO LLWD SEWER    INEFFECT

The Department of Environmental Health (DEH) has received and reviewed the SP 353 for the CD:LI development and have no objections. LLWD(purveyor) water and sewer should be available for this development plan. PRIOR to regular submittal to the Building and Safety Department will serve letters from the purveyor will be required.
10. GENERAL CONDITIONS

10.E HEALTH. 1  SP - CONNECT TO LLWD SEWER (ccnt.)  INEFFECT

Food facilities will be required to Food Plan check their plans with the DEH PRIOR to Building permit issuance.

10.E HEALTH. 2  HAZMAT BUSINESS EMERGENCY PLAN  INEFFECT

A business plan will be required for any facility that stores hazardous materials greater that 55 gallons, 200 cubic feet, or 500 pounds, or stores any acutely hazardous materials or extremely hazardous substances.

10.E HEALTH. 3  ABANDON WELLS AND SEPTIC  INEFFECT

Any existing wells and/or septic systems be properly abandoned under permit from the Department of Environmental Health (DEH) prior to the issuance of a grading permit.

EPD DEPARTMENT

10.EPD. 1  SP - UWIG REQUIREMENTS  INEFFECT

General

The project must avoid indirect impacts to conserved habitats and must be compliant with section 6.1.4 of the MSHCP. The following guidelines must be incorporated into the project design.

* Drainage

Proposed Developments in proximity to the MSHCP Conservation Area shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the MSHCP Conservation Area. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control...
10. GENERAL CONDITIONS

10. EPD. 1 SP - UWIG REQUIREMENTS (cont.) INEFFECT

systems.

* Toxics
Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts such as manure that are potentially toxic or may adversely affect wildlife species, Habitat or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. Measures such as those employed to address drainage issues shall be implemented.

* Lighting
Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

* Noise
Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards.

* Invasives
When approving landscape plans for Development that is proposed adjacent to the MSHCP Conservation Area, Permittees shall consider the invasive, non-native plant species listed in Table 6-2 and shall require revisions to landscape plans (subject to the limitations of their jurisdiction) to avoid the use of invasive species for the portions of Development that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.

TABLE 6-2
PLANTS THAT SHOULD BE AVOIDED ADJACENT TO THE MSHCP CONSERVATION AREA
BOTANICAL NAME - COMMON NAME
Acacia spp. (all species) - acacia
Achillea millefolium-var. millefolium common yarrow
10. GENERAL CONDITIONS

10.EPD. 1 SP - UWIG REQUIREMENTS (cont.) (cont.) INEFFECT

Ailanthus altissima-tree of heaven
Aptenia cordifolia-red apple
Arctotheca calendula-cape weed
Arctotis spp. (all species & hybrids)-African daisy
Arundo donax-giant reed or arundo grass
Asphodelus fistulosus-aspodel
Atriplex glauca-white saltbush
Atriplex semibaccata-Australian saltbush
Carex spp. (all species*)-sedge
Carpobrotus chilensis-ice plant
Carpobrotus edulis-sea fig
Centranthus ruber -red valerian
Chrysanthemum coronarium-annual chrysanthemum
Cistus ladanifer-(incl. hybrids/varieties) gum rockrose
Cortaderia jubata [syn. C. Atacamensis]-jubata grass, pampas grass
Cortaderia dioica [syn. C. sellowana]-pampas grass
Cotoneaster spp. (all species)-cotoneaster
Cynodon dactylon-(incl. hybrids varieties) Bermuda grass
Cyperus spp. (all species*)-nutsedge, umbrella plant
Cytisus spp. (all species*)-broom
Delosperma 'Alba' -white trailing ice plant
Dimorphotheca spp. (all species)-African daisy, Cape marigold
Drosanthemum floribundum-rosea ice plant
Drosanthemum hispidum-purple ice plant
Eichhornia crassipes-water hyacinth
Elagnus angustifolia-Russian olive
Eucalyptus spp. (all species)-eucalyptus or gum tree
Eupatorium coelestinum [syn. Ageratina sp.]-mist flower
Festuca arundinacea-tall fescue
Festuca rubra-creeping red fescue
Foeniculum vulgare-sweet fennel
Fraxinus uhdei-(and cultivars) evergreen ash, shamel ash
Gaura (spp.) (all species)-gaura
Gazania spp. (all species & hybrids)-gazania
Genista spp. (all species*)-broom
Hedera canariensis-Algerian ivy
Hedera helix-English ivy
Hypericum spp. (all species)-St. John's Wort
Ipomoea acuminata-Mexican morning glory
Lampranthus spectabilis-trailing ice plant
Lantana camara-common garden lantana
Lantana montevidensis [syn. L. sellowiana]-lantana
Limonium perezii -sea lavender
Linaria bipartita-toadflax
10. GENERAL CONDITIONS

10.EPD. 1 SP - UWIG REQUIREMENTS (cont.) (cont.) (cont.INEFFECT

Lolium multiflorum-Italian ryegrass
Lolium perenne -perennial ryegrass
Lonicera japonica-(incl. 'Halliana') Japanese honeysuckle
Lotus corniculatus-birdsfoot trefoil
Lupinus arbores-us-yellow bush lupine
Lupinus texanus-Texas blue bonnets
Malephora crocea-ice plant
Malephora luteola -ice plant
Mesembryanthemum nodiflorum-little ice plant
Myoporum laetum-myoporum
Myoporum pacificum-shiny myoporum
Myoporum parvifolium-(incl. 'Prostratum') ground cover
myoporum
Oenothera berlandieri-Mexican evening primrose
Olea europea-European olive tree
Opuntia ficus-indica-Indian fig
Osteospermum spp. (all species)-trailing African daisy,
African daisy,
Oxalis pes-caprae-Bermuda buttercup
Parkinsonia aculeate-Mexican palo verde
Pennisetum clandestinum-Kikuyu grass
Pennisetum setaceum-fountain grass
Phoenix canariensis-Canary Island date palm
Phoenix dactylifera-date palm
Plumbago auriculata-cape plumbago
Polygonum spp. (all species)-knotweed
Populus nigra 'italica-' Lombardy poplar
Prosopis spp. (all species*)-mesquite
Ricinus communis-castorbean
Robinia pseudoacacia-black locust
Rubus procerus-Himalayan blackberry
Sapindus sebiferum-Chinese tallow tree
Saponaria officinalis-bouncing bet, soapwort
Schinus molle-Peruvian pepper tree, California pepper
Schinus terebinthifolius-Brazilian pepper tree
Spartium junceum-Spanish broom
Tamarix spp. (all species)-tamarisk, salt cedar
Trifolium tragicerum-strawberry clover
Trupaeolum majus-garden nasturtium
Ulex europaeus-prickly broom
Vinca major-periwinkle
Yucca gloriosa -Spanish dagger
An asterisk (*) indicates some native species of the genera
exist that may be appropriate.

Sources: California Exotic Pest Plant Council, United
10. GENERAL CONDITIONS

10.EPD. 1  SP - UWIG REQUIREMENTS (cont.) (cont.) (cont.) INEFFECT

States Department of Agriculture-Division
of Plant Health and Pest Prevention Services, California
Native Plant Society,
Higher Plants of California,
and County of San Diego-Department of Agriculture.
* Barriers
Proposed land uses adjacent to the MSHCP Conservation Area
shall incorporate barriers, where appropriate in individual
project designs to minimize unauthorized public access,
domestic animal predation, illegal trespass or dumping in
the MSHCP Conservation Area. Such barriers may include
native landscaping, rocks/boulders, fencing, walls, signage
and/or other appropriate mechanisms.
* Grading/Land Development
Manufactured slopes associated with proposed site
development shall not extend into the MSHCP Conservation
Area.

FIRE DEPARTMENT

10.FIRE. 1  SP-#71-ADVERSE IMPACTS INEFFECT

The proposed project will have a cumulative adverse impact
on the Fire Department's ability to provide an acceptable
level of service. These impacts include an increased
number of emergency and public service calls due to the
increased presence of structures and population. The
project proponents/developers shall participate in the
development Impact fee program as adopted by the Riverside
County Board of Supervisors to mitigate a portion of these
impacts. This will provide funding for capitol
improvements such as land/equipment purchases and fire
station construction. The Fire Department reserves the
right to negotiate developer agreements associated with the
development of land and/or construction of fire facilities
to meet service demands through the regional integrated
fire protection response system.

10.FIRE. 2  SP-#86-WATER MAINS INEFFECT

All water mains and fire hydrants providing required fire
flows shall be constructed in accordance with the
appropriate sections of Riverside County Ordinance 460
and/or No.787, subject to the approval by the Riverside
County Fire Department.
10. GENERAL CONDITIONS

10.FIRE. 3  SP-#95-HAZ FIRE AREA  INEFFECT

The specific plan is located in the "Hazardous Fire Area" of Riverside County as shown on a map on file with the Clerk of the Board of Supervisors. Any building constructed on lots created by this project shall comply with the special construction provisions contained in Riverside County Ordinance 787.

10.FIRE. 4  SP-#96-ROOFING MATERIAL  INEFFECT

All buildings shall be constructed with fire retardant roofing material as described in section 1503 of the Uniform Building Code. Any wood shingles or shakes shall have a Class B rating and shall be approved by the Fire Department prior to installation.

10.FIRE. 6  SP-#47 SECONDARY ACCESS  INEFFECT

In the interest of Public Safety, the project shall provide an Alternate or Secondary Access(s) as stated in the Transportation Department Conditions. Said Alternate or Secondary Access(s) shall have concurrence and approval of both the Transportation and Fire Departments and shall be maintained through out any phasing.

10.FIRE. 7  SP-#100-FIRE STATION  INEFFECT

Based on national fire standards, one new fire station and/or engine company could be required for every 2,000 new dwelling units, or 3.5 million square feet of commercial/industrial occupancy. Given the project's proposed development plan, up to 1 fire stations may be needed to meet anticipated service demands, given project densities.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1  SP- FLOOD HAZARD REPORT  INEFFECT

Specific Plan No. 353 (Serrano Commerce Center) proposes to develop 489 acres for commercial, industrial and retail. The project is located in the Temescal Canyon area easterly of Interstate 15, northeasterly of Temescal Canyon Road, westerly of Temescal Wash and southerly of Clay Canyon Road. This project is being reviewed in conjunction with Parcel Map No. 32885, which encompasses the majority of the SP, and Environmental Impact Report No. 492.
10. GENERAL CONDITIONS

10. FLOOD RI. 1

SP- FLOOD HAZARD REPORT (cont.)

The site is subject to offsite runoff from three large watersheds. The northern and eastern sides of the site are within the 100 year FEMA floodplain of Temescal Wash as shown on Panel No. 06065C1390G, of the Flood Insurance Rate Maps (FIRM) dated August 8, 2008 issued in conjunction with the National Flood Insurance Program (NFIP) by the Federal Emergency management Agency (FEMA). Mayhew Canyon Wash impacts the southern end of the site while Coldwater Canyon Wash impacts the northwestern portion of the site. Offsite runoff from freeway culvers also impacts the site.

The applicant submitted a drainage plan, (See Conceptual Drainage and Phasing Plan Figure 2-7 in the SP) in which Coldwater Canyon and Mayhew Canyon Washes would be improved from the I-15 freeway bridge to Temescal Wash. The drainage plan also proposes a system of storm drains that would collect and convey onsite runoff to treatment control BMPs and then discharge into Temescal Wash, Cold Water Canyon Wash or Mayhew Canyon Wash as appropriate. Offsite runoff from freeway culvers would also be collected and discharged into the proposed storm drains/ channels and/or directly into Temescal Wash. A study supporting the conceptual drainage plan was submitted to the District and found to be acceptable for this stage of development. It shall be noted that Coldwater Canyon Wash and Mayhew Canyon Wash would be constructed offsite. The project proponent has submitted a letter from the affected property owners indicating their willingness to allow the construction of Cold Water Canyon Wash Channel on their property. To date, a similar permission has not been submitted to the District for the construction of Mayhew Canyon Wash. The District would not issue recommended conditions of approval for development proposals within Planning Areas 10, 11 and 13 unless a letter from the property owner allowing the offsite improvements to Mayhew Canyon is submitted to the District.

The Specific Plan proposes water quality impact mitigation measures. These will be refined as individual development proposal come in and will have to be consistent with our MS4 permit requirements in effect at the time the individual cases are submitted.

According to the Specific Plan, treated runoff would be discharged into underground storage areas; dubbed Storm
10. GENERAL CONDITIONS

10.FLOOD RI. 1   SP- FLOOD HAZARD REPORT (cont.) (cont.)   INEFFECT

Water Recovery and Storage System (SWRSS) over which will be constructed buildings. The underground storage areas would be created by filling in steep canyon areas with large rocks generated during grading. This stored water would be used for landscape irrigation. In concept, the District is supportive of the SWRSS as a water conservation element. However, the SWRSS would not be considered a flood control element or a water quality feature since its continuous maintenance and viability is unclear at this time.

Full implementation of the drainage plan will be subject to market conditions. Thus, the District will write specific recommended conditions of approval for the Parcel Map and/or any subsequent cases filed within the Specific plan boundary. Interim facilities may be proposed until full implementation of the drainage plan but would be subject to the approval of the Chief Engineer-General Manager of the Flood Control District.

PLANNING DEPARTMENT

10.PLANNING. 1   SP - GEO01759   INEFFECT

County Geologic Report (GEO) No. 1759, submitted for the following cases (PM32885 & SP00353), was prepared by Neblett & Associates, Inc. and is entitled: "Summary of Engineering Geologic Findings, Input to EIR for Preliminary Feasibility, MCP-Serrano Project, Temescal Canyon / Clay Canyon Roads, Corona Area, Riverside County, California", dated March 15, 2004. In addition, Neblett & Associates prepared the following:

"Response to County of Riverside Review Comments, County Geologic Report No. 1759, Serrano Commerce Center, EIR 492, Specific Plan 353, Corona Area, Riverside County, California", dated May 22, 2008 and


10. GENERAL CONDITIONS

10. PLANNING. 1 SP - GEO01759 (cont.) INEFFECT

These documents are herein incorporated as a part of GEO No. 1759.

GEO No. 1759 concluded:

1. The site is located within a Mineral Resource Zone and contains local areas designated MRZ-2a and MRZ-2b. The mineral product is principally clay (both common and kaolinite). Much of onsite mineral resources have already been identified and/or mined.

2. The potential for active faulting onsite is considered to be low. The potential for surface rupture is also considered to be low. No structural setback will be required.

3. Liquefaction is considered to be a hazard within the alluvial units associated with the washes on the site. No commercial structures are proposed in the areas where liquefaction is a concern. Flood control channel improvements, a portion of the re-alignment of Temescal Canyon Road, and a culvert will transgress some portion of the wash areas where liquefaction is a concern.

4. Wedge failures due to the intersection of sets of joints may be consideration for cut slope stability within the heavily jointed bedrock areas.

5. The risks presented by seiches, tsunami, and ground lurching are considered remote.

GEO No. 1759 recommended:

1. Selective grading may potentially be performed to extract any economically important clay and or to utilize the material for onsite construction during grading.

2. An Engineering Geologist will monitor all grading operations to evaluate and map the conditions exposed by grading and confirm that no active faulting exists.

3. Liquefaction mitigation methods include removal of unsuitable soils and replacement with compacted fill, specialized foundations, and the utilization of geogrid reinforcement.
10. GENERAL CONDITIONS

10.PLANING. 1  SP - GEO01759 (cont.) (cont.)  INEFFECT

4. Mitigation of possible wedge failures includes various methods such as stabilization fill prisms, rock bolting and rock mesh placement.

GEO No. 1759 satisfies the requirement for a Geologic Study for Planning /CEQA purposes for this specific plan and associated parcel map. GEO No. 1759 is hereby accepted for Planning purposes. This approval is not intended, and should not be misconstrued as approval for entitlement of any implementing project (tract map, plot plan, CUP, etc.) or for issuance of any grading permit. Additional studies and reporting will be required for all implementing projects. Engineering and other building code parameters will be reviewed and additional comments and/or conditions may be imposed by the Building and Safety Department upon application for grading and/or building permits.

10.PLANING. 2  SP - IF HUMAN REMAINS FOUND  INEFFECT

The developer/permit holder or any successor in interest shall comply with the following codes for the life of this project:

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.
10. GENERAL CONDITIONS

10.PLANNING. 3 SP - INADVERTANT ARCHAEO FIND

The developer/permit holder or any successor in interest shall comply with the following for the life of this project:

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

1. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group 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 (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

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

10.PLANNING. 4 SP - MAINTAIN AREAS & PHASES

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. GENERAL CONDITIONS

10.PLANNING. 5  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.

In this commercial/industrial SPECIFIC PLAN, each Planning Area (PA) has a "Target" FAR count. Each PA also has a Land Use Designation FAR Range. The Target FAR count is an estimate used to create a total square foot maximum for the entire SPECIFIC PLAN. However, the target for each PA does not limit the total FAR in a PA. A PA is permitted to build over the Target density so long as the PA total unit count does not exceed the top of its Land Use Designation range. In no case shall the SPECIFIC PLAN maximum total square footage (6,773,144) be exceeded. Per the SPECIFIC PLAN Trips may be transferred, see the SPECIFIC PLAN for details.

10.PLANNING. 6  SP - LANDSCAPING PLANS  INEFFECT

All landscaping plans shall be prepared in accordance with Ordinance No. 859 (as adopted and any amendments thereto), the Riverside County Guide to California Landscaping, and Ordinance No. 348, Section 18.12.

10.PLANNING. 7  SP - BERMS ALONG REG TRAIL  INEFFECT

Berms shall be used whenever possible between the regional trail, which spans the eastern edge of the development, and the development.

*This condition was added at the hearing at the request of the Board.

TRANS DEPARTMENT

10.TRANS. 1  SP - SP353/TS CONDITIONS  INEFFECT

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The Comprehensive General Plan circulation policies require a minimum of Level of Service 'C', except that Level of Service 'D' may be allowed in community development areas
10. GENERAL CONDITIONS

10. TRANS. 1  SP - SP353/TS CONDITIONS (cont.)  INEFFECT

at intersections of any combination of secondary highways, major highways, arterials, urban arterials, expressways or state highways and ramp intersections.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

I-15 NB Ramps (NS) at:
Weirick Road (EW) (Intersection # 4 in the traffic study)

I-15 SB Ramps (NS) at:
Weirick Road (EW) (Intersection # 1 in the traffic study)

I-15 NB Ramps (NS) at:
Temescal Canyon Road (EW) (Intersection # 5 in the traffic study)

I-15 SB Ramps (NS) at:
Temescal Canyon Road (EW) (Intersection # 2 in the traffic study)

Temescal Canyon Road (NS) at:
Lawson Road (EW) (Intersection # 7 in the traffic study)

Temescal Canyon Road (NS) at:
Trilogy Parkway (EW) (Intersection # 8 in the traffic study)

Temescal Canyon Road (NS) at:
Weirick Road (EW) (Intersection # 9 in the traffic study)

Temescal Canyon Road (NS) at:
Temescal Canyon Road Loop North (EW) (Intersection # 10 in the traffic study)

Temescal Canyon Road (NS) at:
Temescal Canyon Road Loop South (EW) (Intersection # 15 in the traffic study)

Campbell Ranch Road (NS) at:
Temescal Canyon Road (EW) (Intersection # 17 in the traffic study)

Project North Access (NS) at:
10. GENERAL CONDITIONS

10. TRANS. 1 SP - SP353/TS CONDITIONS (cont.) (cont.) INEFFECT

Temescal Canyon Road (EW) (Intersection # 18 in the traffic study)

Project South Access (NS) at:
Temescal Canyon Road (EW) (Intersection # 14 in the traffic study)

Temescal Canyon Road (NS) at:
Project North West Driveway (EW) (Intersection # 19 in the traffic study)

Temescal Canyon Road (NS) at:
Project North East Driveway (EW) (Intersection # 20 in the traffic study)

Temescal Canyon Road (NS) at:
Street A/Street B (EW) (Intersection # 11 in the traffic study)

Temescal Canyon Road (NS) at:
Project North Central West Driveway (EW) (Intersection # 21 in the traffic study)

Temescal Canyon Road (NS) at:
Project North Central East Driveway (EW) (Intersection # 22 in the traffic study)

Temescal Canyon Road (NS) at:
Street B/Street C (EW) (Intersection # 12 in the traffic study)

Temescal Canyon Road (NS) at:
Project South Central West Driveway (EW) (Intersection # 23 in the traffic study)

Temescal Canyon Road (NS) at:
Project South Central East Driveway (EW) (Intersection # 24 in the traffic study)

Temescal Canyon Road (NS) at:
Street D/Street E (EW) (Intersection # 13 in the traffic study)

Temescal Canyon Road (NS) at:
Project South West Driveway (EW) (Intersection # 25 in the traffic study)
10. GENERAL CONDITIONS

10.TRANS. 1 SP - SP353/TS CONDITIONS (cont.) (cont.) (conINEFFECT

Temescal Canyon Road (NS) at:
Project South East Driveway (EW) (Intersection # 26 in the traffic study)

A finding of overriding considerations will be needed at the interchange of I-15 and Indian Truck Trail to allow for temporary unsatisfactory Level of Service conditions. The County of Riverside and Caltrans are cooperating to make improvements at this interchange, but the improvements may not be completed until after the initial phase of the Serrano SP generates a level of traffic that would trigger the need for improvements. The affected intersections are:

I-15 SB Ramps (NS) at:
Indian Truck Trail (EW) (Intersection # 3 in the traffic study)

I-15 NB Ramps (NS) at:
Indian Truck Trail (EW) (Intersection # 6 in the traffic study)

Temescal Canyon Road (NS) at:
Indian Truck Trail (EW) (Intersection # 16 in the traffic study)

After the completion of the County/Caltrans improvements at the interchange of I-15 and Indian Truck Trail, as development continues at the Serrano SP, further improvements in the interchange area may be necessary. Such further improvements to achieve satisfactory levels of service are not considered practical, necessitating a finding of overriding considerations for the following intersections in the interchange area:

I-15 SB Ramps (NS) at:
Indian Truck Trail (EW) (Intersection # 3 in the traffic study)

Temescal Canyon Road (NS) at:
Indian Truck Trail (EW) (Intersection # 6 in the traffic study)

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of
10. GENERAL CONDITIONS

10.TRANS. 1 SP - SP353/TS CONDITIONS (cont.) (cont.) (conINEFFECT
service.

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.

30. PRIOR TO ANY PROJECT APPROVAL

EPD DEPARTMENT

30.EPD. 1 SP - EPD INEFFECT

MSHCP REQUIREMENTS SHALL BE APPLIED TO ALL SUBSEQUENT PROJECTS ASSOCIATED WITH THE SPECIFIC PLAN.

30.EPD. 2 SP - CONSERVATION DEDICATION INEFFECT

The following condition shall be added to all projects prior to project approval.

The area mapped as "P.A. 12, OPEN SPACE, 48.77 AC" on Figure 1-1 of SP00353, Screecheck #3, Dated 2/19/09 shall be offered, in its entirety, for dedication to Western Riverside County Regional Conservation Authority (RCA) or other conservation entity approved by the Environmental Programs Department, as County directs or authorizes, and accepted by that entity prior to issuance of any grading permit, or the recordation of a map. Easements allowing for the management of fuel modification areas or detention basins shall not be accepted.
30. PRIOR TO ANY PROJECT APPROVAL

FLOOD RI DEPARTMENT

30.FLOOD RI. 1  SP- SUBMIT WQMP

A preliminary project specific Water Quality Management Plan (WQMP) shall be submitted to the District for review and approval prior to any project approval. The WQMP shall be prepared consistent with the County's MS4 permit requirement in effect at the time the project is submitted.

30.FLOOD RI. 7  SP- LETTER OF ASSURANCE

A letter of assurance consistent with Ordinance 460.3.2.J allowing offsite improvement shall be provided.

PLANNING DEPARTMENT

30.PLANNING. 1  SP - ARCHAEO M/M PROGRAM

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

Tribal monitoring shall be assigned to the Pechanga Band of Luiseno Indians pursuant their request.

Remaining Requirements:

Prior to any clearing and grubbing and/or earth moving activities, a qualified archaeologist, retained by the project proponent and approved by the County, shall review the approved development plan. The archaeologist shall conduct any pre-construction work required and particiapte in a pre-construction project meeting with development staff and construction operators to ensure an understanding of the mitigation measures required during construction.

Archaeological site P-33-000034 - The Petroglyph Site, shall be avoided and preserved with a 50 meter buffer
30. PRIOR TO ANY PROJECT APPROVAL

30. PLANNING. 1

SP - ARCHAEO M/M PROGRAM (cont.)

surrounding the site.

Archaeological Site P-33-000108 - Temporary or Seasonal Habitation Site - This site could not be relocated. Once brushing/grubbing of the area where this site is recorded, the area shall be resurveyed by the Project Archaeologist and tribal monitor to search for any evidence of this cultural resource. If site indicators are found, a Phase II Significance Testing program shall be conducted in consultation with the Pechanga Band of Luisenc Indians. If no subsurface remains are identified, site monitoring shall continue during all earth-moving activities.

Archaeological Site P-33-003832 - AT&SF Rail Line - This site is significant at a local level for its association with the economic development of the region and the study area. The railroad bed, culvert, and loading bin shall be documented through archival quality photography if they are to be impacted by the proposed project. Copies of the photographs shall be given to the Corona Library, the Eastern Information Center, the County Archaeologist, and the County of Riverside Parks Department.

Archaeological Site P-33-006441 - Third Serrano Adobe and the A. A. Lathrop House - During to any clearing or grubbing within the area of these two structures, a historic archaeologist shall survey and monitor during any grading the former locations and nearby vicinities of these buildings. Should remains of either house be identified, they shall be evaluated for significance, including subsurface testing methods if necessary. If the remains are determined to be significant, appropriate mitigation measures shall be implemented, and can include avoidance and preservation, or data recovery, followed by a report interpreting the findings for the public benefit. A Modified grading program that accommodates a slower, controlled removal of soil (four-inches or less at a time) in the vicinity of these two site areas is required.

Archaeological Site P-33-004111 and P-33-006438 Serrano Tanning Vats - The tanning vats are currently located on the shoulder of Old TemescalCanyon road, just east of the Interstate 15 north off-ramp. According to the California Office of Historic Preservation (OHP, the Vats can be removed and/or relocated as they are not in their original location. The Vats were relocated to their current location
30. PRIOR TO ANY PROJECT APPROVAL

30. PLANNING. 1

SP - ARCHAEO M/M PROGRAM (cont.) (cont.) INEFFECT

by members of the Billy Holcomb Chapter of E. Calmpus Vitus although the current property and the Vats are owned by MCP Industries. Two options have been identified for The Vats:

Option A: Best efforts should be made to contact E. Calmpus Vitus to inform them that the Tanning Vats will be impacted by the proposed development. They shall be provided the option of collecting the CA Landmark plaque, as they provided funding for it, or allowing the plaque to remain with the Vats. They should also be provided the option of relocating the Vats. In the event that E. Calmpus Vitus cannot be contacted or is uninterested, relocation be performed by the Property Owner. If relocation is chosen, either by E. Calmpus Vitus and/or by the Property Owner, a suitable location shall be selected near the original location and the official State-approved forms must be submitted to the OHP to reassess the CA Landmark status. In the event that the Landmark status is approved, the Vats shall be relocated immediately and either the E. Calmpus vitua or a new plaque provided by the Property Owner reinstated. In the event that the Landmark status is denied, the Property Owner shall otherwise provide appropriate mitigation for the planned impact to the Vats, such as relocating them to an area for their historic interpretation value to the public.

Option B: Removal with Relocation and Relinquishment of CA Landmark Status - Best efforts shall be made to contact E. Calmpus Vitus to inform them that the Tanning Vats will be impacted by the proposed development. They shall be provided the option of collecting the CA Landmark plaque, as they provided the funding for it, or allowing the plaque to remain with the Vats. If the Vats are not to be relocated to a suitable area near to their original location, the location is unknown or the area is developed or planned for development, the following mitigation measure may be applied: (1) donation of the Vats to a local museum or historical society who would be willing to display the artifacts or, (2) if an appropriate museum or historical society is not located, the Vats may be suitably displayed within the proposed development. Presentation at a museum, historical society or at a secondary place within the property will relinquish the CA Landmark status of the artifacts. The current nomenclature of the Landmark would transfer from "the Actual Location of..." to "the Site
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 1 SP - ARCHAEO M/M PROGRAM (cont.) (cont.) (cont.)

of..." on all official forms. As a result, the Property Owner shall provide for a plaque to be prominently displayed at or near the location of the removed Vats indicating this is "The Site of CA Landmark #136" with an appropriate description of the Vats and their importance to the Community, and where they can be viewed.

30.PLANNING. 2 SP - ARCHAEOLOGIST RETAINED

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/permittee for archaeological monitoring and mitigation services for the proposed grading with respect to potential impacts to unique archaeological resources. Pre-grading meetings between the archaeologist, a Native American observer, and the excavation and grading contractor shall take place for each grading permit issued. 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, a copy of a fully executed contract for archaeological monitoring and mitigation services, including the NAME, ADDRESS and TELEPHONE NUMBER of the retained archaeologist shall be submitted to the Planning Department and the B&S Grading Division.

30.PLANNING. 3 SP - IF HUMAN REMAINS FOUND

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
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 3  SP - IF HUMAN REMAINS FOUND (cont.) INEFFECT

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 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.

30.PLANNING. 5  SP - GEOLOGIC STUDY 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 SCHEDULING THIS PROJECT FOR A PUBLIC HEARING/ACTION, THE FOLLOWING SPECIAL GEOLOGIC STUDIES SHALL BE SUBMITTED TO AND APPROVED BY THE COUNTY GEOLOGIST:

A geologic/geotechnical investigation report. The investigation shall address geologic hazards including, but not necessarily limited to, slope stability, rock fall hazards, landslide hazards, surface fault rupture, fissures, liquefaction potential, collapsible and/or expansive soils, subsidence, wind and water erosion, debris flows, and ground shaking potential. For completeness and direct correlation to the proposed project, the consultant shall be provided the most recent copy of the project case exhibit (tract map, parcel map, plot plan, CUP, etc.) for incorporation into the consultant's report. Furthermore, the consultant shall plot all appropriate geologic and geotechnical data on this case exhibit and include it as an appendix/figure/plate in their report. The geologic/geotechnical investigation report shall be reviewed and approved by the County Engineering Geologist.
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 5  SP - GEOLOGIC STUDY (cont.)

prior to scheduling this case for a public hearing.

Note: acquisition of a County geologic report (GEO) number and submittal of deposit-based review fees (DBF) is required. All reports (2 wet-signed original copies), Planning Geologic Report application (case sub-type GEO3) and deposit base fee payment should be submitted, in person by the applicant or his/her representative, at one of the County's two main offices (Riverside, Palm Desert). These items should be submitted at the Land Use counter. Reports and payment should not be given to the Planner or County Geologist directly.

In support of the County developing a database of all GEO reports, submittal of an electronic copy (.pdf preferred) of report and figures along with paper copies is REQUIRED.

The applicant and their consultant should also be aware that County Ordinance 457.98 requires a grading permit for any exploratory excavations consisting of 1000 cubic yards or greater in any one location of one acre or more. This applies to all trenching, borings and any access road clearing/construction that may be necessary."

30.PLANNING. 6  SP - PALEO PRIMP & MONITOR

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 site is mapped in the County's General Plan as having a high potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. Hence:

PRIOR TO ISSUANCE OF GRADING PERMITS:

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

2. The project paleontologist retained shall review the approved development plan and shall conduct any pre-construction work necessary to render appropriate
30. PRIOR TO ANY PROJECT APPROVAL

30. PLANNING. 6       SP - PALEO PRIMP & MONITOR (cont.)

monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit.

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

A. The project paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any mitigation measures required during construction, as applicable.

B. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.

C. If the project paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving will be allowed to proceed through the site when the project paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.

D. If fossil remains are encountered by earthmoving activities when the project paleontologist is not onsite, these activities will be diverted around the fossil site and the project paleontologist called to the site immediately to recover the remains.

E. If fossil remains are found, fossiliferous rock will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit if
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNIMG. 6   SP - PALEO PRIMP & MONITOR (cont.) (cont.)  INEFFECT

F. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * The County of Riverside must be consulted on the repository/museum to receive the fossil material prior to being curated.

G. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the County Geologist for review and approval prior to building final inspection as described elsewhere in this conditions set.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g. Professional Geologist, Professional Engineer, etc.), as appropriate. Two wet-signed original copies of the report shall be submitted directly to the office of the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, the Plan Check staff, the Land Use Counter or any other County office."

30.PLANNIMG. 7   SP - PALEO MONITORING REPORT  INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit,
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 7 SP - PALEO MONITORING REPORT (cont.) INEFFECT

plot plan, etc.), the following condition shall be placed on the implementing project:

90 Series Condition for Monitoring Report Submittal

"PRIOR TO BUILDING FINAL INSPECTION:

The applicant shall submit to the County Geologist one wet-signed copy of the Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally-qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall contain a report of findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories."

30.PLANNING. 8 SP - RCL00135 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:

60.PLANNING Condition:

"Prior to the issuance of any grading permit from an implementing map or use permit the following condition shall apply:

All mining activity shall cease, all required mining-related reclamation shall be completed, and all mine site closure approvals (County, OMR, etc.) shall be in place prior to issuance of grading permits for the project.

This condition shall be "MET" if issuance of a grading permit is part of the reclamation requirements stipulated above."
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 9   SP - RCL00135 AMENDMENT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit, plot plan, etc.), the amendment of RCL00135 shall include the design considerations of the new project, as appropriate, and the amendment shall have been approved prior to approving the new project.

30.PLANNING. 10   SP - M/M PROGRAM (GENERAL)

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 the SPECIFIC PLAN 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. 11   SP - NON-IMPLEMENTING MAPS

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.

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. 13   SP - SUBMIT FINAL DOCUMENTS

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:
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 13  SP - SUBMIT FINAL DOCUMENTS (cont.)  INEFFECT

"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:

- 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
- City of Corona: 1 copy
- 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. 14  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. 22  SP *- ADDENDUM EIR  INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map, parcel map, use permit,
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 22 SP *- ADDENDUM EIR (cont.)

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. 23 SP *- SUPPLEMENT TO EIR

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
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 23 SP *- SUPPLEMENT TO EIR (cont.) INEFFECT

shall be considered as NOT APPLICABLE if a SUPPLEMENT to
the EIR is not required."

30.PLANNING. 24 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:

"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. 25 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. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 26 SP - AMENDMENT REQUIRED

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 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. 27 SP - CSA REQUIRED

Prior to the approval of any implementing land division project within the SPECIFIC PLAN (i.e. tract map, or parcel map), the following condition shall be placed on the implementing project:

"PRIOR TO MAP RECORDATION of any subdivision, or other residential development application, all portions of this implementing project not currently within the boundaries of the County Service Area 134, shall be annexed into the County Service Area 134 or a similar entity. Documentation of said annexation shall be provided to the Planning Department. Services shall include but not be limited to Street Landscaping, Street Lights, and Street Sweeping."
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 27 SP - CSA REQUIRED (cont.) INEFFECT

This condition shall be considered as NOT APPLICABLE if County Service Area No. 134 is unwilling or unable to annex the property in question."

30.PLANNING. 29 SP *- PA PROCEDURES INEFFECT

Prior to the approval of any implementing project within the SPECIFIC PLAN (i.e.: tract map or parcel map), the following condition shall be placed on the implementing project PRIOR TO MAP RECORDATION in the case of land division applications (tentative parcel maps or tentative tract maps) or PRIOR TO BUILDING PERMITS in the case of use permit applications (plot plans, conditional use permits, or public use permits):

"The planning area[s] for which this land division application is located must be legally defined. Any of the following procedures may be used in order to legally define these planning areas:

1. The project proponent has processed a FINAL CHANGE OF ZONE MAP concurrent with the SPECIFIC PLAN which legally defined these planning areas.

2. The project proponent shall file a change of zone application along with a legal description defining the boundaries of the planning area affected by this land division application. The applicant will not be changing the allowed uses or standards within the existing zone but will merely be providing an accurate legal description of the affected planning area. The change of zone shall be approved and adopted by the Board of Supervisors."

30.PLANNING. 30 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
30. PRIOR TO ANY PROJECT APPROVAL

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

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 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,

c) per EIR492 shall include:

-a provision that the permanent fence constructed between the Project's development areas and the MSHCP Conservation Area shall be properly maintained at all times to discourage human access between the development area and the Conservation Area,

-a provision that the CC&R's shall specifically prohibit the planting of invasive plant species listed in Section 6.1.4 of the MSHCP and in the "California Exotic Pest Plant Council, List of Most Invasive Wildland Pest Plants" by future owners and occupants of the Project,
30. PRIOR TO ANY PROJECT APPROVAL

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

-a provision that the CC&R's shall include limitations on
the use of landscape fertilization overspray and runoff to
avoid toxin impacts to the MSHCP Criteria Area,

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, if dormant, be activated, by incorporation or
otherwise, at the request of the County of Riverside, and
the property owners' association shall unconditionally
accept from the County of Riverside, upon the County's
demand, title to all or any part of the 'common area',
more particularly described in the SPECIFIC PLAN. 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.

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
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 30  SP *- CC&R RES PUB COMMON AREA (cont.) (cont.INEFFECT
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. 32  SP - ARCHAEO 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 archaeologist. This agreement shall include, but
not be limited to, the preliminary mitigation and
monitoring procedures to be implemented during the process
of grading, as found in the EIR. A copy of said agreement
shall be submitted to the Planning Department. No grading
permits will be issued unless the preliminary mitigation
and monitoring procedures required prior to grading permits
as described in the EIR are substantially complied with.
"

30.PLANNING. 33  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
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 33  SP - PALEO M/M PROGRAM (cont.)  INEFFECT

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. 34  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 as 'prior to 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. 37  SP - SKR FEE CONDITION  INEFFECT

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

"PRIOR TO THE ISSUANCE OF GRADING PERMITS, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 489.28 acres in accordance with the SPECIFIC PLAN. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 37 SP - SKR FEE CONDITION (cont.) INEFFECT

subsequent mitigation fee ordinance, payment of he appropriate fee set forth in that ordinance shall be required."

30.PLANNING. 38 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 were complied with."

30.PLANNING. 39 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. 40 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
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANING. 40 SP - ARCHAEOLOGIST RETAINED (cont.) INEFFECT

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.

30.PLANING. 41 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 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.
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 41 SP - COMMON AREA MAINTENANCE (cont.) INEFFECT

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. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the Riverside Guide to California Friendly Landscaping.

d. Covenants, Conditions, and Restrictions for the SPECIFIC PLAN shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).

e. Covenants, Conditions, and Restrictions for the SPECIFIC PLAN shall incorporate provisions concerning landscape irrigation system management and maintenance for the purpose of facilitating the water-efficient landscaping requirements of Ordinance No. 859 (as adopted and any amendments thereto).

30.PLANNING. 42 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:

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, as shown on pages IV-9 to IV-14.
3. Landscaping of entry monument(s) shall comply with Ordinance No. 859 (as adopted and any amendments thereto) and the Riverside County Guide to California Friendly Landscaping."
30. PRIOR TO ANY PROJECT APPROVAL

30.PLANNING. 43 SP - MASTER TRAILS PLAN 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 GRADING of any implementing project of the SPECIFIC PLAN, Conceptual Trail Plans for all trails required in Figure 2-6 of the SPECIFIC PLAN shall be submitted to and approved by the Planning Department, with input from the CSA, the County Regional Parks Department or other entity set forth in the Planning Department's condition entitled "SP - Common Area Maintenance", as deemed appropriate by the Planning Department. The Conceptual Trail Plans shall conform with the design criteria in the specific plan document and with the requirements of the CSA, the County Regional Parks Department or other entity set forth in the Planning Department's condition entitled "SP - Common Area Maintenance". The Conceptual Trail Plans need not be working drawings, but shall include, at a minimum, types and placement of lighting, descriptions and placement of recreational facilities and documentation evidencing a permanent maintenance mechanism for the trail and its facilities. This condition cannot be DEFERRED or considered as NOT APPLICABLE."

30.PLANNING. 44 SP - REGIONAL TRAILS CONST 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 FINAL INSPECTION of the first structure of any implementing project in the SPECIFIC PLAN, all regional trails required in Figure 2-6 within the SPECIFIC PLAN shall be constructed and fully operable."

TRANS DEPARTMENT

30.TRANS. 1 SP - SP353/TS REQUIRED INEFFECT

Before final inspection of the first building in SP000353, proponent of the Serrano SP shall construct a new two-lane (one lane in each direction) extension of Temescal Canyon Road from Temescal Canyon North Loop to Temescal Canyon
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 1 SP - SP353/TS REQUIRED (cont.) INEFFECT

South Loop, in its entirety. The SP proponent shall also grade the full ultimate 128-ft width of the right-of-way for the Temescal Canyon Road extension along its entire length between the north and south loops. The SP proponent shall also construct and open to traffic the intersections of Temescal Canyon Road at Temescal Canyon North Loop and Temescal Canyon Road at Temescal Canyon South Loop.

The SP proponent shall construct two lanes in each direction on the Temescal Canyon Road Extension by the end of Phase 1 and three lanes in each direction by the end of Phase 3. The actual timing of improvements to Temescal Canyon Road will depend on the findings of the traffic studies for each of the implementing projects.

The SP proponent shall dedicate sufficient right-of-way to provide three lanes in each direction on Temescal Canyon Road within the SP boundaries. The right-of-way dedication shall be sufficient for a six-lane cross section, and any slopes shall be outside the right-of-way limits. The roadway cross section and the right-of-way dedication limits shall be subject to approval by the Transportation Department.

Site-specific traffic studies will be required for all subsequent development proposals within the boundaries of Specific Plan No. 353 as approved by the Transportation Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with each project.

Each implementing project shall make all necessary on-site and off-site improvements to achieve/maintain adequate LOS at all locations.

All improvements on or affecting Caltrans facilities shall conform to Caltrans design guidelines and shall be subject to Caltrans approval.

If any improvements proposed by the applicants for individual projects are found to be infeasible, the applicants for individual projects will be required to provide alternative feasible improvements to achieve levels of service satisfactory to the County.
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 1  SP - SP353/TS REQUIRED (cont.) (cont.) INEFFECT

All intersection spacing for individual tracts, CUPs, or plot plans shall conform to the minimum County intersection spacing standards.

All turn pocket lengths shall conform at least to the minimum County turn pocket length standards.

30.TRANS. 2  SP - SP353/TS SIGNALS INEFFECT

The project proponent shall be responsible for the design and installation of traffic signals, unless the signals are designed and installed by others, at the intersections of:

Temescal Canyon Road (NS) at:
Lawson Road (EW)

with fee credit eligibility

Temescal Canyon Road (NS) at:
Temescal Canyon North Loop (EW)

Temescal Canyon Road (NS) at:
Temescal Canyon South Loop (EW)

Temescal Canyon Road (NS) at:
Street A/Street B (EW)

Temescal Canyon Road (NS) at:
Street B/Street C (EW)

Temescal Canyon Road (NS) at:
Street D/Street E (EW)

with no credit given for Traffic Signal Mitigation Fees

or as approved by the Transportation Department.

All signals are to be installed and operational prior to the issuance of any building permit that would bring total development to more than 80% of the development in Phase 1 of the Serrano SP, or earlier if the need is indicated in project level traffic studies, or as approved by the Transportation department.

The modification of traffic signals to accommodate the phased widening of the Temescal Canyon Road Extension shall
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 2  SP - SP353/TS SIGNALS (cont.)  INEFFECT
be the responsibility of the SP proponent or the implementing projects.

30.TRANS. 3  SP - SP353/TS GEOMETRICS  INEFFECT
The SP proponent or the implementing projects shall be responsible for making intersection improvements, to the extent that these improvements are not provided by others. While the intersection improvements are listed by SP phases and they may be made as the need arises, all improvements shall be designed and constructed to be consistent with the ultimate configuration of the intersection. Improvements for each phase shall be in place prior to the issuance of any building permit that would bring total development to more than 80% of the development for that phase of the Serrano SP, or earlier if the need is indicated in project level traffic studies, or as approved by the Transportation Department.

PHASE 1 (2010)

The intersection of I-15 Northbound Ramps (N/S) and Temescal Canyon Road (E/W) shall provide the following geometrics:

Northbound: One left turn lane, one right turn lane
Southbound: NA
Eastbound: One left turn lane, two through lanes
Westbound: Two through lanes, one free-flow right turn lane

The intersection of Temescal Canyon (N/S) and Lawson Road (E/W) shall provide the following geometrics:

Northbound: One left turn lane, one through lane
Southbound: One shared through/right turn lane
Eastbound: One shared left turn/right turn lane
Westbound: NA

The intersection of Temescal Canyon Road (N/S) and Temescal Canyon North Loop (E/W) shall provide the following geometrics:

Northbound: Two left turn lanes, two through lanes
Southbound: Two through lanes, one right turn lane
30. PRIOR TO ANY PROJECT APPROVAL

30 TRANS. 3 SP - SP353/TS GEOMETRICS (cont.)

Eastbound: Two left turn lanes, one right turn lane
Westbound: NA

The intersection of Temescal Canyon Road (N/S) and Temescal Canyon South Loop (E/W) shall provide the following geometrics:

Northbound: One left turn lane, one through lane, one shared through/right turn lane
Southbound: One left turn lane, two through lanes, one right turn lane
Eastbound: One left turn lane, one shared through/right turn lane
Westbound: One left turn lane, one shared through/right turn lane

The intersection of Temescal Canyon Road (N/S) and Street A/Street B (E/W) shall provide the following geometrics:

Northbound: One through lane, one shared through/right turn lane
Southbound: One left turn lane, two through lanes
Eastbound: NA
Westbound: One left turn lane, one shared through/right turn lane

The intersection of Temescal Canyon Road (N/S) and Street B/Street C (E/W) shall provide the following geometrics:

Northbound: One through lane, one shared through/right turn lane
Southbound: One left turn lane, two through lanes
Eastbound: NA
Westbound: One left turn lane, one shared through/right turn lane

The intersection of Temescal Canyon Road (N/S) and Street D/Street E (E/W) shall provide the following geometrics:

Northbound: One left turn lane, one through lane, one shared through/right turn lane
Southbound: One left turn lane, one through lane, one shared through/right turn lane
Eastbound: One left turn lane, one shared through/right turn lane
Westbound: One left turn lane, one shared through/right turn lane
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3    SP - SP353/TS GEOMETRICS (cont.) (cont.)    INEFFECT

The intersection of Project South Access (N/S) and Temescal Canyon Road (E/W) shall provide the following geometrics:

Northbound: NA
Southbound: One right turn lane - stop control
Eastbound: One through lane
Westbound: One shared through/right turn lane

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project North Central East Driveway (E/W) shall provide the following geometrics:

Northbound: One through lane, one shared through/right turn lane
Southbound: Two through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project South West Driveway (E/W) shall provide the following geometrics:

Northbound: Two through lanes
Southbound: One through lane, one shared through/right turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project South East Driveway (E/W) shall provide the following geometrics:
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT
Northbound: One through lane, one shared through/right turn lane
Southbound: Two through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

PHASE 2 (2012)

The intersection of Temescal Canyon Road (N/S) and Weirick Road (E/W) shall provide the following geometrics:

Northbound: One left turn lane, two through lanes
Southbound: One left turn lane, two through lanes, one free-flow right turn lane
Eastbound: One left turn lane, one shared left turn/through lane, one right turn lane with overlap
Westbound: NA

NOTE: Signal modification will be necessary to accommodate a second southbound through lane and implementation of right turn overlap phasing on the eastbound approach of the intersection.

The intersection of Temescal Canyon Road (N/S) and Temescal Canyon North Loop (E/W) shall provide the following geometrics:

Northbound: Two left turn lanes, one through lane, one shared through/right turn lane
Southbound: One left turn lane, one striped-out left turn lane (to mirror second northbound left turn lane), two through lanes, one right turn lane
Eastbound: Three left turn lanes, one shared through/right turn lane, one right turn lane with overlap
Westbound: One shared left turn/through/right turn lane

NOTE: Signal modification will be necessary to accommodate a southbound left turn lane, a shared through/right turn lane and implementation of right turn overlap phasing on the eastbound approach of the intersection, and the addition of the westbound approach of the intersection (one
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3 SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT
shared left turn/through/right turn lane).

The intersection of Temescal Canyon Road (N/S) and Temescal
Canyon South Loop (E/W) shall provide the following
geometrics:

Northbound: One left turn lane, one through lane, one
shared through/right turn lane
Southbound: One left turn lane, two through lanes, one
shared through/right turn lane
Eastbound: One left turn lane, one shared through/right
turn lane
Westbound: One left turn lane, one shared through/right
turn lane

NOTE: Signal modification will be necessary to accommodate
a second southbound through lane.

The intersection of Temescal Canyon Road (N/S) and Street
A/Street B (E/W) shall provide the following geometrics:

Northbound: One through lane, one shared through/right turn
lane
Southbound: Two left turn lanes, two through lanes
Eastbound: NA
Westbound: Two left turn lanes, one right turn lane

NOTE: Signal modification will be necessary to accommodate
a second southbound left turn lane and a second westbound
left turn lane.

The intersection of Temescal Canyon Road (N/S) and Street
D/Street E (E/W) shall provide the following geometrics:

Northbound: One left turn lane, one through lane, one
shared through/right turn lane
Southbound: One left turn lane, two through lanes, one
shared through/right turn lane
Eastbound: One left turn lane, one striped-out left turn
lane (to mirror second westbound left turn lane), one
shared through/right turn lane
Westbound: Two left turn lanes, one shared through/right
turn lane

NOTE: Signal modification will be necessary to accommodate
30. PRIOR TO ANY PROJECT APPROVAL

30. TRANS. 3 SP - SP353/TS GEOMETRICS (cont.) (cont.) (cont.)

A second southbound through lane and a second westbound
left turn lane.

The intersection of Project North Access (N/S) and Temescal
Canyon Road (E/W) shall provide the following geometrics:

Northbound: One right turn lane - stop control
Southbound: NA
Eastbound: Two through lanes, one shared through/right
turn lane
Westbound: Two through lanes

NOTE: A raised median and appropriate on-site design will
be required on Temescal Canyon Road to restrict this
driveway to right turns in and out only. This driveway
shall be subject to the approval by Caltrans.

The intersection of Temescal Canyon Road (N/S) and Project
Access (E/W) (north of bridge) shall provide the following
geometrics:

Northbound: Two through lanes
Southbound: Two through lanes, one right-turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will
be required on Temescal Canyon Road to restrict this
driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project
North East Driveway (E/W) shall provide the following
geometrics:

Northbound: Two through lanes, one shared through/right
turn lane
Southbound: Two through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will
be required on Temescal Canyon Road to restrict this
driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project
North Central East Driveway (E/W) shall provide the
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3 SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT following geometrics:

Northbound: Two through lanes, one shared through/right turn lane
Southbound: Two through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project South Central East Driveway (E/W) shall provide the following geometrics:

Northbound: One through lane, one shared through/right turn lane
Southbound: Two through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temascal Canyon Road (N/S) and Project South West Driveway (E/W) shall provide the following geometrics:

Northbound: Two through lanes
Southbound: Two through lanes, one shared through/right turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project South East Driveway (E/W) shall provide the following geometrics:

Northbound: One through lane, one shared through/right turn lane
30. PRIOR TO ANY PROJECT APPROVAL

'30.TRANS. 3

Southbound: Three through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.
or as approved by the Transportation Department.

PHASE 3 (2014)

The intersection of I-15 Southbound Ramps (N/S) and Weirick Road (E/W) shall provide the following geometrics:

Northbound: NA
Southbound: Two left turn lanes, two right turn lanes
Eastbound: One through lane, one shared through/right turn lane
Westbound: One left turn lane, one through lane

NOTE: Signal modification will be necessary to accommodate a second southbound left turn lane.

The intersection of I-15 Southbound Ramps (N/S) and Temescal Canyon Road (E/W) shall provide the following geometrics:

Northbound: NA
Southbound: Two left turn lanes, one right turn lane
Eastbound: Two through lanes, one free-flow right turn lane
Westbound: One left turn lane, one through lane

NOTE: Signal modification will be necessary to accommodate a second southbound left turn lane.

The intersection of I-15 Northbound Ramps (N/S) and Temescal Canyon Road (E/W) shall provide the following geometrics:

Northbound: One left turn lane, two right turn lanes
Southbound: NA
Eastbound: Two left turn lanes, two through lanes
Westbound: Two through lanes, two right turn lanes
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (cont.)

NOTE: Signal modification will be necessary to accommodate a second northbound right turn lane, a second eastbound left turn lane, and a second westbound right turn lane.

The intersection of Temescal Canyon Road (N/S) and Temescal Canyon South Loop (E/W) shall provide the following geometrics:

Northbound: One left turn lane, two through lanes, one shared through/right turn lane  
Southbound: One left turn lane, three through lanes, one right turn lane  
Eastbound: Two left turn lanes, one shared through/right turn lane  
Westbound: One left turn lane, one striped-out left turn lane (to mirror second eastbound left turn lane), one shared through/right turn lane

NOTE: Signal modification will be necessary to accommodate a second northbound through lane, a southbound right turn lane, and a second eastbound left turn lane.

The intersection of Temescal Canyon Road (N/S) and Street A/Street B (E/W) shall provide the following geometrics:

Northbound: One left turn lane, one striped-out left turn lane (to mirror second southbound left turn lane), two through lanes, one shared through/right turn lane  
Southbound: Two left turn lanes, three through lanes, one right turn lane  
Eastbound: One left turn lane, one striped-out left turn lane (to mirror second westbound left turn lane), one shared through/right turn lane  
Westbound: Two left turn lanes, one shared through/right turn lane

NOTE: Signal modification will be necessary to accommodate a northbound left turn lane, a third northbound through lane, a southbound right turn lane, and the addition of the eastbound approach of the intersection (one left turn lane and one shared through/right turn lane).

The intersection of Temescal Canyon Road (N/S) and Street B/Street C (E/W) shall provide the following geometrics:
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT

Northbound: One left turn lane, two through lanes, one shared through/right turn lane
Southbound: One left turn lane, two through lanes, one shared through/right turn lane
Eastbound: One left turn lane, one shared through/right turn lane
Westbound: One left turn lane, one shared through/right turn lane

NOTE: Signal modification will be necessary to accommodate a northbound left turn lane and a third northbound through lane, a third southbound through lane, and the addition of the eastbound approach of the intersection (one left turn lane and one shared through/right turn lane).

The intersection of Temescal Canyon Road (N/S) and Street D/Street E (E/W) shall provide the following geometrics:

Northbound: One left turn lane, two through lanes, one shared through/right turn lane
Southbound: One left turn lane, two through lanes, one shared through/right turn lane
Eastbound: One left turn lane, one striped-out left turn lane (to mirror second westbound left turn lane), one shared through/right turn lane
Westbound: Two left turn lanes, one shared through/right turn lane

NOTE: Signal modification will be necessary to accommodate a third northbound through lane.

The intersection of Temescal Canyon Road (N/S) and Project North Central West Driveway (E/W) shall provide the following geometrics:

Northbound: Three through lanes
Southbound: Two through lanes, one shared through/right turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT

North Central East Driveway (E/W) shall provide the following geometrics:

Northbound: Two through lanes, one shared through/right turn lane
Southbound: Three through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project South Central East Driveway (E/W) shall provide the following geometrics:

Northbound: Two through lanes, one shared through/right turn lane
Southbound: Three through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project South West Driveway (E/W) shall provide the following geometrics:

Northbound: Three through lanes
Southbound: Two through lanes, one shared through/right turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project South East Driveway (E/W) shall provide the following geometrics:

Northbound: Two through lanes, one shared through/right
30. PRIOR TO ANY PROJECT APPROVAL

30.TRS. 3 SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT

turn lane
Southbound: Three through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will
be required on Temescal Canyon Road to restrict this
driveway to right turns in and out only.
or as approved by the Transportation Department.

PHASE 4 (2016)

The intersection of Temescal Canyon Road (N/S) and Temescal
Canyon North Loop (E/W) shall provide the following
geometrics:

Northbound: Three left turn lanes, two through lanes, one
right turn lane
Southbound: One left turn lane, two through lanes, one
right turn lane with overlap
Eastbound: Three left turn lanes, one shared through/right
turn lane, one right turn lane with overlap
Westbound: One shared left turn/through/right turn lane

NOTE: Signal modification will be necessary to accommodate
a third northbound left turn lane, a northbound right turn
lane, and right turn overlap phasing on the southbound
approach of the intersection.

The intersection of Temescal Canyon Road (N/S) and Temescal
Canyon South Loop (E/W) shall provide the following
geometrics:

Northbound: One left turn lane, three through lanes, one
right turn lane
Southbound: One left turn lane, three through lanes, one
right turn lane
Eastbound: Two left turn lanes, one shared through/right
turn lane
Westbound: One left turn lane, one striped-out left turn
lane (to mirror second eastbound left turn lane), one
shared through/right turn lane

NOTE: Signal modification will be necessary to accommodate
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3 SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT

a northbound right turn lane.

The intersection of Temescal Canyon Road (N/S) and Street A/Street B (E/W) shall provide the following geometrics:

Northbound: One left turn lane, one striped-out left turn lane (to mirror second southbound left turn lane), two through lanes, one shared through/right turn lane
Southbound: Two left turn lanes, two through lanes, one right turn lane
Eastbound: One left turn lane, one striped-out left turn lane (to mirror second westbound left turn lane), one shared through/right turn lane
Westbound: Two left turn lanes, one through lane, one right turn lane with overlap

NOTE: Signal modification will be necessary to accommodate a right turn lane and right turn overlap phasing on the westbound approach of the intersection.

The intersection of Temescal Canyon Road (N/S) and Street B/Street C (E/W) shall provide the following geometrics:

Northbound: One left turn lane, two through lanes, one shared through/right turn lane
Southbound: One left turn lane, two through lanes, one shared through/right turn lane
Eastbound: Two left turn lanes, one shared through/right turn lane, one right turn lane with overlap
Westbound: One left turn lane, one striped-out left turn lane (to mirror second eastbound left turn lane), one shared through/right turn lane, one right turn lane with overlap

NOTE: Signal modification will be necessary to accommodate an eastbound right turn lane and right turn overlap phasing and a westbound right turn lane and right turn overlap phasing.

The intersection of Temascal Canyon Road (N/S) and Street D/Street E (E/W) shall provide the following geometrics:

Northbound: Two left turn lanes, two through lanes, one shared through/right turn lane
Southbound: One left turn lane, one striped-out left turn lane (to mirror second northbound left turn lane), two
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (cont.) (cont.)

through lanes, one shared through/right turn lane
Eastbound: One left turn lane, one striped-out left turn lane (to mirror second westbound left turn lane), one
shared through/right turn lane, one right turn lane with overlap
Westbound: Two left turn lanes, one shared through/right turn lane

NOTE: Signal modification will be necessary to accommodate an eastbound right turn lane and right turn overlap phasing.

The intersection of Temescal Canyon Road (N/S) and Project North West Driveway (E/W) shall provide the following geometrics:

Northbound: Two through lanes
Southbound: Two through lanes, one shared through/right turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project North East Driveway (E/W) shall provide the following geometrics:

Northbound: Two through lanes, one shared through/right turn lane
Southbound: Three through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project North Central East Driveway (E/W) shall provide the following geometrics:

Northbound: Three through lanes, one right turn lane
Southbound: Three through lanes
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT

Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

PHASE 5 (2018)

The intersection of I-15 Southbound Ramps (N/S) and Temescal Canyon Road (E/W) shall provide the following geometrics:

Northbound: NA
Southbound: Two left turn lanes, one right turn lane
Eastbound: Two through lanes, one free-flow right turn lane
Westbound: One left turn lane, one through lane

NOTE: Signal modification will be necessary to accommodate a second eastbound through lane.

The intersection of I-15 Northbound Ramps (N/S) and Weirick Road (E/W) shall provide the following geometrics:

Northbound: One left turn lane, two right turn lanes
Southbound: NA
Eastbound: Two left turn lanes, one through lane
Westbound: Two through lanes, one free-flow right turn lane

NOTE: Signal modification will be necessary to accommodate free-right turn phasing for the westbound right turn lane.

The intersection of Temescal Canyon Road (N/S) and Weirick Road (E/W) shall provide the following geometrics:

Northbound: One left turn lane, two through lanes
Southbound: One left turn lane, two through lanes, one free-flow right turn lane
Eastbound: One left turn lane, one shared left turn/through lane, two right turn lanes with overlap
Westbound: NA

NOTE: Signal modification will be necessary to accommodate
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3 SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT

a second eastbound right turn lane and right turn overlap phasing.

The intersection of Temescal Canyon Road (N/S) and Temescal Canyon North Loop (E/W) shall provide the following geometrics:

Northbound: Three left turn lanes, two through lanes, one right turn lane
Southbound: One left turn lane, three through lanes, one right turn lane with overlap
Eastbound: Three left turn lanes, one shared through/right turn lane, one right turn lane with overlap
Westbound: One shared left turn/through/right turn lane

NOTE: Signal modification will be necessary to accommodate a third southbound through lane.

The intersection of Temescal Canyon Road (N/S) and Temescal Canyon South Loop (E/W) shall provide the following geometrics:

Northbound: One left turn lane, three through lanes, one right turn lane
Southbound: One left turn lane, three through lanes, one right turn lane with overlap
Eastbound: Three left turn lanes, one through lane, one right turn lane with overlap
Westbound: One left turn lane, one shared through/right turn lane

NOTE: Signal modification will be necessary to accommodate right turn overlap phasing on the southbound approach of the intersection, a third eastbound left turn lane, and a right turn lane with overlap phasing on the eastbound approach of the intersection.

The intersection of Temescal Canyon Road (N/S) and Street A/Street B (E/W) shall provide the following geometrics:

Northbound: One left turn lane, one striped-out left turn lane (to mirror second southbound left turn lane), two through lanes, one shared through/right turn lane
Southbound: Two left turn lanes, three through lanes, one right turn lane
Eastbound: Two left turn lanes, one shared through/right turn lane
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT

   turn lane
   Westbound: Two left turn lanes, one through lane, one
   right turn lane with overlap

   NOTE: Signal modification will be necessary to accommodate a
   third southbound through lane and a second eastbound left
   turn lane.

   The intersection of Temescal Canyon Road (N/S) and Street
   B/Street C (E/W) shall provide the following geometrics:

   Northbound: One left turn lane, three through lanes, one
   right turn lane
   Southbound: One left turn lane, three through lanes, one
   right turn lane
   Eastbound: Two left turn lanes, one shared through/right
   turn lane, one right turn lane with overlap
   Westbound: Two left turn lanes, one shared through/right
   turn lane, one right turn lane with overlap

   NOTE: Signal modification will be necessary to accommodate a
   northbound right turn lane, a southbound right turn lane,
   and a second westbound left turn lane.

   The intersection of Temescal Canyon Road (N/S) and Street
   D/Street E (E/W) shall provide the following geometrics:

   Northbound: Two left turn lanes, two through lanes, one
   shared through/right turn lane
   Southbound: Two left turn lanes, two through lanes, one
   shared through/right turn lane
   Eastbound: Two left turn lanes, one shared through/right
   turn lane, one right turn lane with overlap
   Westbound: Two left turn lanes, one shared through/right
   turn lane

   NOTE: Signal modification will be necessary to accommodate a
   second northbound left turn lane, a second southbound
   left turn lane, and a second eastbound left turn lane.

   The intersection of Project North Access (N/S) and Temescal
   Canyon Road (E/W) shall provide the following geometrics:

   Northbound: One right turn lane - stop control
   Southbound: NA
   Eastbound: Three through lanes, one right turn lane
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (cont.) (cont.)

Westbound: Three through lanes

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only. This driveway shall be subject to the approval by Caltrans.

The intersection of Temescal Canyon Road (N/S) and Project Access (E/W) (north of bridge) shall provide the following geometrics:

Northbound: Three through lanes
Southbound: Three through lanes, one right-turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Project South Access (N/S) and Temescal Canyon Road (E/W) shall provide the following geometrics:

Northbound: NA
Southbound: One right turn lane - stop control
Eastbound: One through lane
Westbound: One through lane, one shared through/right turn lane

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project North West Driveway (E/W) shall provide the following geometrics:

Northbound: Three through lanes
Southbound: Three through lanes, one right turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT

The intersection of Temescal Canyon Road (N/S) and Project
North East Driveway (E/W) shall provide the following
geometrics:

Northbound: Three through lanes, one right turn lane
Southbound: Three through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will
be required on Temescal Canyon Road to restrict this
driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project
North Central West Driveway (E/W) shall provide the
following geometrics:

Northbound: Three through lanes
Southbound: Three through lanes, one right turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will
be required on Temescal Canyon Road to restrict this
driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project
South Central West Driveway (E/W) shall provide the
following geometrics:

Northbound: Three through lanes
Southbound: Three through lanes, one right turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will
be required on Temescal Canyon Road to restrict this
driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project
South Central East Driveway (E/W) shall provide the
following geometrics:

Northbound: Three through lanes, one right turn lane
Southbound: Three through lanes
Eastbound: NA
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3  SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project South West Driveway (E/W) shall provide the following geometrics:

Northbound: Three through lanes
Southbound: Three through lanes, one right turn lane
Eastbound: One right turn lane - stop control
Westbound: NA

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

The intersection of Temescal Canyon Road (N/S) and Project South East Driveway (E/W) shall provide the following geometrics:

Northbound: Three through lanes, one right turn lane
Southbound: Three through lanes
Eastbound: NA
Westbound: One right turn lane - stop control

NOTE: A raised median and appropriate on-site design will be required on Temescal Canyon Road to restrict this driveway to right turns in and out only.

or as approved by the Transportation Department.

All improvements on or affecting Caltrans facilities shall conform to Caltrans design guidelines and shall be subject to Caltrans approval.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.
30. PRIOR TO ANY PROJECT APPROVAL

30.TRANS. 3 SP - SP353/TS GEOMETRICS (cont.) (cont.) (conINEFFECT

The applicant will be required to provide an appropriate taper on Temescal Canyon Road north of the North Loop and south of the South Loop to join the existing lanes to both the north and south.

100. PRIOR TO ISSUE GIVEN BLDG PRMT

PLANNING DEPARTMENT

100.PLANNING. 1 SP - CULTURAL RESOURCES REP INEFFECT

Prior to final inspection of the first building permit, the developer/permit holder shall prompt the Cultural Resources Professional to submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's requirements for such reports. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.
ORDINANCE NO. 348.4709
ORDINANCE NO. 348.4709

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 Official Zoning Plan Map No.2., as amended, are further amended by placing in effect in the Glen Ivy Zoning Area, the zone or zones as shown on the map entitled "Change of Official Zoning Plan Amending Ordinance No. 348, Map No. 2.2328, Change of Zone Case No. 7365", which map is made a part of this ordinance.

Section 2. Article XVIIa of Ordinance No. 348 is amended by adding thereto a new Section 17.116 to read as follows:

Section 17.116 SP ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC PLAN NO. 353.

a. Planning Area 1.

(1) The uses permitted in Planning Area 1 of Specific Plan No. 353 shall be the same as those uses permitted in Article IXb, Section 9.50. of Ordinance No. 348, except that the uses permitted pursuant to Section 9.50.a. (30), (55), (61), (64), (75); b.(7) and (9) shall not be permitted. Additionally, hospitals and clinics shall be prohibited.

(2) The development standards for Planning Area 1 of Specific Plan No. 353 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348, with the exception of the following standards:

A. Roof-Mounted Equipment: All roof-mounted mechanical equipment shall be screened from the ground elevation view from the adjacent public roadway and Interstate 15.
B. Signage: All signage shall be in conformance to the Serrano Commerce Center Specific Plan No. 353 Comprehensive Signage Program, as approved by the Riverside County Planning Department.

C. Outside Storage: If a non-screened outdoor general retail area is proposed, the exhibit area shall be identified on the plot plan and shall be set back a minimum of ten feet (10') from the street line.

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

b. Planning Area 2.

(1) The uses permitted in Planning Area 2 of Specific Plan No. 353 shall be the same as those permitted in Article X, Section 10.1. of Ordinance No. 348, except that the uses permitted pursuant to Section 10.1.a.(2) (k) and (l); b.(1) and (2) shall not be permitted.

(2) The development standards for Planning Area 2 of Specific Plan No. 353 shall be the same as those standards identified in Article X, Section 10.4 of Ordinance No. 348, with the exception of the following standards:

A. Minimum Yard Requirements: If the front of a structure is adjacent to a street, the front setback shall be twenty-five feet (25') from the street line. If the front of a structure is adjacent to a non-residential land uses, there shall be no minimum front setback. The rear setback shall be fifteen feet (15'). If a side of a structure is adjacent to a street, the side setback shall be twenty-five feet (25') from the street line. If the side of a structure is adjacent to a non-residential land uses, there shall be no minimum side setback.

B. Minimum Lot Dimensions: There shall be no minimum lot area and no minimum average lot width.
C. Roof-Mounted Equipment: All roof-mounted mechanical equipment shall be screened from the ground elevation view from the adjacent public roadway, including Interstate 15.

D. Signage: All signage shall be in conformance to the Serrano Commerce Center Specific Plan No. 353 Comprehensive Signage Program, as approved by the Riverside County Planning Department.

E. Outside Storage: If a non-screened outdoor general retail area is proposed, the exhibit area shall be identified on the plot plan and shall be set back minimum of ten feet (10') from the street line.

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

c. Planning Areas 3, 4, 5, 6, 7, 8, 9, 10 and 11.

(1) The uses permitted in Planning Areas 3, 4, 5, 6, 7, 8, 9, 10 and 11 of Specific Plan No. 353 shall be the same as those uses permitted in Article X, Section 10.1. of Ordinance No. 348, except that the uses permitted pursuant to Section 10.1.a.(2) (k) and (l); b.(1) and (2) shall not be permitted.

(2) The development standards for Planning Areas 3, 4, 5, 6, 7, 8, 9, 10 and 11 of Specific Plan No. 353 shall be the same as those standards identified in Article X, Section 10.4 of Ordinance No. 348, with the exception of the following standards:

A. Minimum Yard Requirements: If the side of a structure is adjacent to a street, the side setback shall be twenty-five feet (25') from the street line. If the side of a structure is adjacent to a non-residential uses, there shall be no minimum side setback.
B. Building Height: The maximum building height shall be fifty feet (50'), unless an exception pursuant to Section 18.34 of Ordinance No. 348 is obtained.

C. Roof-Mounted Equipment: All roof-mounted mechanical equipment shall be screened from the ground elevation view from the adjacent public roadway, including Interstate 15.

D. Signage: All signage shall be in conformance to the Serrano Commerce Center Specific Plan No. 353 Comprehensive Signage Program, as approved by the Riverside County Planning Department.

E. Outside Storage: If a non-screened outdoor general retail area is proposed, the exhibit area shall be identified on the plot plan and shall be set back a minimum of ten feet (10') from the street line.

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

d. Planning Area 12.

(1) The uses permitted in Planning Area 12 of Specific Plan No. 353 shall be the same as those uses permitted in Article XVI, Section 16.1 of Ordinance No. 348, except that the uses permitted pursuant to Section 16.2.a. (1), (2), (3), (4), (5), (6), (7); b. (1), (2), (3), (4), (5), (6), (8), (9); c. (1) and (2); d. (1); and e. shall not be permitted. In addition, the permitted uses identified under Section 16.2 also shall include Open Space-Conservation.

(2) The development standards for Planning Area 12 of Specific Plan No. 353 shall be the same as those standards identified in Article XVI, Section 16.4 of Ordinance No. 348.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article XVI of Ordinance No. 348.
e. Planning Areas 13A, 13B, 13C and 13D.

(1) The uses permitted in Planning Areas 13A, 13B, 13C and 13D of Specific Plan No. 353 shall be the same as those uses permitted in Article XVI, Section 16.1 of Ordinance No. 348, except that the uses permitted pursuant to Section 16.2.a.(1), (2), (3), (4), (5), (7); b.(1), (2), (3), (4), (5), (6), (8), (9); c.(1) and (2); d. (1); and e. shall not be permitted. In addition, the permitted uses identified under Section 16.2 also include Open Space-Water, including flood control channels.

(2) The development standards for Planning Areas 13A, 13B, 13C and 13D of Specific Plan No. 353 shall be the same as those standards identified in Article XVI, Section 16.4 of Ordinance No. 348.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article XVI 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: Marion Ashley
Chairman, Board of Supervisors
Marion Ashley

ATTEST: Kecia Harper-Ithem
CLERK OF THE BOARD

By: Deputy

(Seal)

APPROVED AS TO FORM
April 28, 2010

MICHIELLE CLACK
Deputy County Counsel

MPC:md
04/2/10
G:\PROPERTY\MDUSEK\SPECIFIC PLAN ZONING ORDINANCES\SP 353 CZ 7365.042210.DOC
STATE OF CALIFORNIA ) ss
COUNTY OF RIVERSIDE ) ss

I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said county held on September 28, 2010, the foregoing ordinance consisting of 3 Sections was adopted by the following vote:

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

DATE: September 28, 2010

KECIA HARPER-IHEM
Clerk of the Board

BY: Deputy

SEAL

Item 3.72
SPECIFIC PLAN NO. 353
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I. EXECUTIVE SUMMARY

A. PROJECT SUMMARY

The SERRANO COMMERCE CENTER SPECIFIC PLAN provides for the development of a commerce center on approximately 489.28 acres in the Temescal Canyon area of unincorporated Riverside County, California. The Specific Plan provides for the establishment of a large, successful commerce center with light industrial, commercial retail, and open space land uses along the Interstate 15 (I-15) corridor that offers job opportunities for many Riverside County residents. As the population of Riverside County continues to grow, employment opportunities for the County’s residents is a necessary component to achieving a better jobs-to-housing balance and to reducing commute times and travel distances between work and home.

This Specific Plan has been prepared to guide development of the commerce center by setting forth a development plan, phasing plan, infrastructure plans, development standards, and design guidelines for building placement, architecture, landscaping and other design elements. All architectural design elements are planned to create interest, unity, and compatibility through the consistent use of similar (but not identical) exterior building materials, colors, and façade treatments. In addition, a cohesive landscaping and lighting program is planned to provide pleasing views of the commerce center from off-site locations.

The “Urban Desert California” design theme has been crafted for this Specific Plan to evoke the simple, powerful, and rugged imagery of the light industrial and commercial retail land uses. By using earth-toned building materials and colors, water-efficient and drought-resistant landscaping, and energy-conserving features, the SERRANO COMMERCE CENTER complements Temescal Valley and its position as a gateway to urbanizing areas of Riverside County.

Circulation and infrastructure improvements are designed and coordinated by this Specific Plan to ensure their timely construction. Most important among these improvements is the realignment and extension of Temescal Canyon Road as an arterial highway through the SERRANO COMMERCE CENTER SPECIFIC PLAN. Temescal Canyon Road is planned to provide primary local access to the commerce center and serve as an important component of the area’s local circulation system. In addition to roads, other master-planned infrastructure systems on the site include water, wastewater, and flood control/drainage systems. The Specific Plan’s phasing plan ensures that necessary roads, utilities, landscape elements, and other infrastructure facilities are installed when needed to accommodate the needs of the commerce center at build-out.

Almost 6.8 million square feet of building space can occur on the property upon full build-out of the Specific Plan. Light industrial land uses account for 372.06 acres, the majority of the commerce center area. A 17.45-acre commercial retail center occurs in the northwest portion of the site to support and complement the light industrial uses.

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (2003) is a regional habitat conservation plan that was prepared to preserve a connected system of habitats for sensitive plant and wildlife species. A total of 48.77 acres, located along the eastern and northeastern boundaries of the SERRANO COMMERCE CENTER, are designated as Open Space-Conservation pursuant to the requirements of the MSHCP. This open space area, conveyed to the Riverside Conservation Authority (RCA) as part of the MSHCP Reserve, maintains a segment of Temescal
Wash in its natural condition to preserve habitat, facilitate species mitigation, and allow for groundwater recharge. Additionally, two natural drainages located in the northern and southern sections of the commerce center (Coldwater Canyon Wash and Mayhew Wash) are planned to be improved as part of the County’s regional drainage system to convey storm waters to the Temescal Wash. In total, 13.08 acres of the SERRANO COMMERCE CENTER are designated Open Space-Water.

Figure 1-1, Land Use Plan, provides a graphic depiction of the land use distribution. Table 1-1, Land Use Abstract, provides a summary of the land uses designated within the SERRANO COMMERCE CENTER.

### TABLE 1-1 LAND USE ABSTRACT

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<th>LAND USE</th>
<th>ACRES</th>
<th>TARGET BUILDING SQUARE FOOTAGE</th>
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<td>Light Industrial</td>
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<td>Open Space – Water</td>
<td>13.08</td>
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<tr>
<td>Major Roadways</td>
<td>37.93</td>
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<tr>
<td><strong>PROJECT TOTALS</strong></td>
<td><strong>489.28 acres</strong></td>
<td><strong>6,773,144 square feet</strong></td>
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At the time this Specific Plan was prepared, the Serrano COMMERCE CENTER property was owned by several parties. The ownership distribution pattern, as depicted on Figure 1-2, Ownership Map, shows that approximately three-quarters of the Specific Plan area was owned by MCP Industries and the Garrett Family. The remainder was owned by various individuals, families, associations, and groups. Despite this multiple ownership pattern, development under the guidance of this Specific Plan is designed to be coordinated with site planning, infrastructure, and design elements cohesively structured to result in one, unified, master-planned and successful commerce center.

### B. DOCUMENT PURPOSE

The SERRANO COMMERCE CENTER SPECIFIC PLAN establishes guidelines for the development of a commerce center in the Temescal Canyon area of unincorporated Riverside County. Specific Plans are tools authorized by California Government Code §65450 et seq. for the systematic implementation of General Plans for a defined portion of a community's planning area. This document provides the Riverside County with a defined set of plans, policies, and regulations to ensure efficient, orderly development of the site in accordance with the County’s adopted General Plan. The SERRANO COMMERCE CENTER SPECIFIC PLAN provides information relative to land uses, site planning, and building intensity, as well as design guidelines that are intended to allow for innovation in architecture, landscaping, and building arrangements as future plot plans are proposed to implement the Specific Plan. The subsequent approval of plot plans is required by the County, which will show specific building arrangements and sizes, architecture, parking and loading area juxtapositions, landscape details, and other particulars consistent with the direction given in this Specific Plan.
STATISTICAL ABSTRACT

<table>
<thead>
<tr>
<th>LAND USE</th>
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<td>13.08</td>
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<tr>
<td>Major Circulation</td>
<td>37.91</td>
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PROJECT TOTALS 489.28

FIGURE 1-1A
The State of California (under California Government Code §65450 et seq.) encourages jurisdictions to adopt Specific Plans either by resolution to establish a policy document or by ordinance to establish a regulatory document. This Specific Plan document is intended to be a regulatory document and, therefore, is adopted by ordinance and subject to Riverside County Planning Commission review and Board of Supervisors approval.

All future development plans, plot plans, site plans, parcel maps, use permits, and other similar entitlements for properties located within the boundaries of this Specific Plan are required to be consistent with the standards and guidelines set forth in this document and with all applicable County regulations. Furthermore, all regulations, conditions, standards, and guidelines contained herein shall be deemed distinct and independent provisions of the Specific Plan. If any section, clause, phase, or portion of this document is for any reason held to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

A General Plan Amendment (GPA), Tentative Parcel Map (TPM), Change of Zone (CZ) and Environmental Impact Report (EIR) were processed concurrently with this Specific Plan. The GPA and CZ are companion actions to the Specific Plan to achieve consistency between the General Plan land use designations, the Specific Plan land use designations, and zoning. The TPM is an implementing action that defines legal lots for future development on a portion of the site. The EIR is required by the California Environmental Quality Act (CEQA) to analyze impacts to the physical environment that could be caused by the project, and to avoid, reduce, and mitigate those impacts to the greatest practical extent. The actions considered by Riverside County include:

- **Specific Plan No. 353** to establish the SERRANO COMMERCE CENTER SPECIFIC PLAN.
- **General Plan Amendment No. 815** to amend the Riverside County General Plan Use Element from Community Development: Light Industrial (CD:LI) (0.25 - 0.60 FAR) and Community Development: Community Center (CD:CC) to Specific Plan (SP), as well as amend the text of the Temescal Canyon Area Plan (TCAP) Figure 4 "Policy Areas" to modify the language of the Serrano Policy Area to encompass the land use policies of Specific Plan No. 353. See Figure 1-6, Temescal Canyon Area Plan Land Use Map, which depicts the Area Plan’s land use exhibit before the approval of GPA No. 815.
- **Change of Zone No. 7365** to modify the site’s zoning designations of Rural Residential (RR), Tourist Commercial (CT), Scenic Highway Commercial (CPS), Manufacturing-Service Commercial (M-S-C), Mineral Resources & Related Manufacturing (MRA), Warehouse, Watershed, & Conservation Area (W-1), and Unzoned/Street to the zoning designation of Specific Plan No. 353 (SP).
- **Tentative Parcel Map No. 32885** to create 19 developable parcels within a portion of the SERRANO COMMERCE CENTER SPECIFIC PLAN for future development.
- **Environmental Impact Report No. 492** analyzes the physical environmental impacts that may result upon implementation of this Specific Plan and related actions. EIR No. 492 recommends mitigation measures to avoid or reduce the significant environmental impacts that may result from planning, constructing, and operating the SERRANO COMMERCE CENTER. Compliance with the mitigation measures set forth in EIR No. 492 is mandatory for implementation of this Specific Plan. Additionally, many design aspects of the SERRANO
COMMERCE CENTER included in this Specific Plan are intended to further reduce the commerce center’s environmental impacts, such as the Specific Plan’s water recharge plan, energy efficiency guidelines, and low water-use landscaping plan.

The SERRANO COMMERCE CENTER SPECIFIC PLAN provides Riverside County’s staff and decision makers, as well as developers, community interest groups, utility providers, public service districts, and others with a comprehensive set of plans, regulations, conditions, and programs for guiding the systematic development of the commerce center. This Specific Plan implements each element of the Riverside County General Plan and the Temescal Canyon Area Plan as they apply to this property.

C. FORMAT

This SERRANO COMMERCE CENTER SPECIFIC PLAN is divided into the following sections: Executive Summary, Specific Plan, Planning Area Development Standards, Design Guidelines, Zoning Ordinance, and Implementation Plan. This SERRANO COMMERCE CENTER SPECIFIC PLAN has been prepared pursuant to the provisions of California Government Code §65450, which grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan for the purpose of establishing systematic methods of implementation of the agency's General Plan. California Government Code §65450 through §65454 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to §65450, a Specific Plan shall include text and a diagram or diagrams which specify all of the following details:

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

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

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

C.1 DEFINITION OF TERMS

The following words are frequently used throughout this Specific Plan, and the definitions of these terms as they pertain to this Specific Plan are as follows:

- **Applicant:** “Applicant” is the entity responsible for submitting this Specific Plan to the County of Riverside. The “applicant” for the Serrano Commerce Center Specific Plan is Rosetta Advisors, which acts as the representative for the multiple owners of the commerce center site.

- **Developer:** The term “developer” is used to refer to the specific person(s) or company(ies) applying for a particular permit or approval to implement this Specific Plan.

- **Development (noun):** “Development” refers to the physical improvements constructed on the property, such as buildings, roads, parking areas, utilities, signs, lighting, and landscaping. In context, “development” also refers to the process by which the property is graded and improvements are constructed.

- **Implementing Action:** Discretionary or administrative permit or approval required by Riverside County or other agency to further entitle, construct, or operate the land uses called for by this Specific Plan.

- **Commerce Center:** The general term “commerce center” is used to describe the totality of planned physical improvements and the discretionary and administrative approvals necessary to implement this Specific Plan and related actions. See Specific Plan Sections I.B and I.G for a list of approval actions requested concurrent with the Specific Plan.

D. PLANNING OBJECTIVES

To ensure the functional integrity, economic viability, environmental sensitivity, and positive aesthetic appearance of the SERRANO COMMERCE CENTER, planning and development goals for the commerce center were established. The analyses conducted to compile these goals included an examination of engineering feasibility, market acceptance, economic viability, resource conservation, County General Plan goals, Temescal Canyon Area Plan (TCAP) goals, development phasing, and local community goals. The resulting goals for the SERRANO COMMERCE CENTER SPECIFIC PLAN are as follows:

- Provide a mixture of light industrial and commercial retail land uses on the site that is consistent with the TCAP’s land use designations of “Light Industrial” and “Community Center.”
Provide a mix of light industrial and commercial retail uses on the property that create new job opportunities and reduce the need for members of the existing local workforce to commute outside of the area for employment.

Provide commercial retail support uses near an I-15 ramp and in proximity to employment bases and residential neighborhoods to help meet the day-to-day retail commercial needs of employees and local residents.

Anticipate market demand by providing a mixture of light industrial and commercial retail land uses in a master-planned commerce center that would be marketable and financially profitable within the evolving economic profile of western Riverside County.

Provide for the permanent conservation of open space and riparian habitat along the property’s eastern and northeastern boundaries in a configuration that maintains a segment of Temescal Wash in natural open space pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

Eliminate resource extraction (clay mining) activities on the site in accordance with a Reclamation Plan approved by Riverside County.

Provide an internal sidewalk and trail system that promotes non-vehicular circulation within the commerce center.

Plan and construct capital improvements for water, sewer, drainage, and road facilities to provide adequate services to the SERRANO COMMERCE CENTER.

Plan and construct two flood control channels for Coldwater Canyon Wash and Mayhew Wash that feature channel bank revetment and grade control structures within the northeastern and southern portions of the SERRANO COMMERCE CENTER to convey storm water flows to the Temescal Wash.

Improve and realign Temescal Canyon Road to arterial highway standards, east of and parallel to I-15 through the SERRANO COMMERCE CENTER, consistent with the Circulation Element of the Riverside County General Plan.

Develop guidelines for architecture, parking areas, walls, fencing, signage, and entry treatments that are consistent with the County’s Land Use and Development Code and that reinforce a positive identity for the SERRANO COMMERCE CENTER.

Develop landscaping guidelines that emphasize the use of drought-tolerant and water-efficient plant materials that are consistent with the Temescal Canyon Area Plan landscaping guidelines and the County’s Land Use and Development Code.

Develop guidelines for energy efficiency to promote the conservation of natural resources used in construction and during operation of the SERRANO COMMERCE CENTER.

Provide a master-planned, comprehensive planning approach to commerce center development that cannot be efficiently accomplished by piecemeal development.
E. PROJECT LOCATION AND REGIONAL SETTING

E.1 LOCATION AND SETTING

Riverside County is located in an urbanizing area referred to as the Inland Empire, which consists of a 28,000 square mile region comprised of San Bernardino County, the eastern tip of Los Angeles County, and Riverside County. The Inland Empire is a fast-growing metropolitan area with large amounts of land available for future growth. The SERRANO COMMERCE CENTER SPECIFIC PLAN site comprises 489.28 acres and is located within the Temescal Canyon area of unincorporated Riverside County, as shown on Figure 1-3, Regional Map, and Figure 1-4, Vicinity Map. This area sits almost in the center of the larger Inland Empire. Temescal Canyon is a low-lying area framed by the Gavilan Hills to the east and the Cleveland National Forest to the west. I-15 and the Temescal Wash drainage occur within this low-lying canyon area.

Temescal Canyon has historically been rural in character with low density residential uses, scattered commercial and light industrial areas, and sand and gravel extraction areas constituting the majority of land uses. Most of these land uses, as well as new development, are clustered around I-15. Development to the west is constrained by the Cleveland National Forest, while development to the east is limited by the steep topography of Gavilan Hills. The City of Corona is located approximately four (4) miles to the north, and the City of Perris is situated approximately ten (10) miles to the east.

Figure 1-5, Aerial Photograph, depicts the SERRANO COMMERCE CENTER site and surrounding properties. Directly adjacent to the eastern boundary of the commerce center is a segment of the Temescal Wash, which provides drainage from Lake Elsinore into the Santa Ana River. As shown in Figure 1-5, the area located to the north of the site and east of I-15 consists primarily of industrial land uses, including Rinker Materials, Humble Transport Company, Standard Concrete, and the Synagro Regional Composting Facility. The El Sobrante Sanitary Landfill is located approximately ¼-mile northeast of the Specific Plan boundary.

Existing and developing residential communities in a variety of densities, ranging from rural residential to medium density residential, comprise the predominant land use west of I-15. The Mission Clay Products office and several commercial land uses also are located to the west of I-15 along Temescal Canyon Road. Further to the west is the Cleveland National Forest. The Sycamore Creek Specific Plan No. 256, which is approved for 1,758 residential units, 14.60 acres of commercial land uses, and a 10.40-acre school site, is located south of the commerce center site and adjacent to and west of I-15.

To the east of the commerce center, several scattered rural residential developments are located beyond the Temescal Wash. The Toscana Specific Plan No. 327 is located immediately southeast of the commerce center and is approved for development of 1,443 residential units in a master-planned community.

Within the vicinity of the commerce center are two large bodies of water, Lake Mathews and Lake Elsinore. Lake Mathews is located approximately 4.0 miles northeast of the commerce center, encompasses approximately 2,800 acres, and is the western terminus for the Colorado River Aqueduct that provides much of the water used by the cities and water districts of the Metropolitan Water District of Southern California. As a regional source of water, recreational uses at Lake
Mathews are restricted to passive activities surrounding the lake. Lake Elsinore is located approximately 8.0 miles to the south and encompasses approximately 3,300 acres. The lake is primarily used for recreational purposes.

E.2 REGIONAL CIRCULATION

The Temescal Canyon area is served by a number of major roadways connecting the area to Los Angeles, Orange, and San Diego Counties, as well as other portions of Riverside County. Primary regional access to the SERRANO COMMERCE CENTER is provided by I-15, which runs northwest to southeast adjacent to the commerce center’s western boundary.

State Route 91 (SR-91) connects to I-15 approximately 9.0 miles to the north of the commerce center. SR-91 is an east-west oriented freeway that provides access between eastern Riverside County and western Orange County. State Route 74 (SR-74) is located approximately 7.0 miles to the south of the commerce center and connects to I-15 near the City of Lake Elsinore. SR-74 provides access between southern Orange County to the west and the City of Hemet and the eastern portions of unincorporated Riverside County to the east.

E.3 PHYSICAL SITE CONDITIONS

Clay mining, several businesses, three mobile home residences, dirt roads, and an abandoned rail line exist on the site in its pre-development condition. Clay mining has occurred on the site since at least 1953. The remaining, approximately 315 acres of the site are vacant and comprised of disturbed/ruderal/non-native grassland.

In its pre-development condition, the commerce center site is topographically varied, consisting primarily of gently sloping terrain and with topographic relief occurring around the Temescal Wash and the property’s smaller drainages. Overall site elevations range from approximately 950 feet above mean sea level (MSL) to approximately 1,212 feet above MSL, resulting in a maximum elevation difference of approximately 262 feet across the property. The site features several ephemeral drainage courses, many of which drain into the Temescal Wash.

F. PLANNING CONTEXT AND APPROACH

F.1 PLANNING CONTEXT

The Riverside County Integrated Project (RCIP) is an integrated program that plans for the future conservation, transportation, housing, and economic needs in the County. The three relevant components of the RCIP are the Riverside County General Plan (including the Temescal Canyon Area Plan (TCAP)), Multiple Species Habitat Conservation Plan (MSHCP), and the Community Environmental Transportation Acceptability Process (CETAP).

F.1.1 RIVERSIDE COUNTY GENERAL PLAN/TEMESCAL CANYON AREA PLAN

Land use development policies are generally regulated by the County of Riverside General Plan (hereafter, “General Plan”), adopted by the Riverside County Board of Supervisors in 2003. The General Plan is organized into eight separate elements, including Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, and Administration. In addition, the
General Plan divides the County into nineteen Area Plans. The purpose of these Area Plans is to provide more detailed land use and policy direction regarding local issues such as land use, circulation, open space, and other topical areas.

The **SERRANO COMMERCE CENTER SPECIFIC PLAN** is located within the boundaries of the Temescal Canyon Area Plan (TCAP), which is described as the western gateway to Riverside County. The TCAP is surrounded by three area plans: the Eastvale Area Plan to the north, Lake Mathews/Woodcrest Area Plan to the east, and Elsinore Area Plan to the south. The TCAP abuts the southern boundary of the City of Corona and is framed by the Santa Ana Mountains and the Cleveland National Forest to the west and the Gavilan Hills to the east.

According to the TCAP Land Use Plan (see Figure 1-6, Temescal Canyon Area Plan Land Use Map), the SERRANO COMMERCE CENTER site is designated as “Community Center” and “Light Industrial.” The County seeks to establish community centers to service specific locations supporting intensive development. The northern portion of the **SERRANO COMMERCE CENTER SPECIFIC PLAN** (as well as property north of the commerce center) comprises one of these designated centers. The remaining areas of the site are designated as Light Industrial, intended by the County to provide for industrial and related uses such as warehousing/distribution, assembly and light manufacturing, repair facilities, office, and supporting retail uses.

The **SERRANO COMMERCE CENTER SPECIFIC PLAN** tailors its land use designations to the economic needs of the community by providing commerce center intensive uses to stimulate job creation for area residents. The **SERRANO COMMERCE CENTER SPECIFIC PLAN** land use plan evolved from a project team composed of industry professionals from a variety of disciplines including, but not limited to land use planners, architects, engineers, and environmental professionals. The team created a comprehensive development plan for the 489.28-acre commerce center that is financially feasible, aesthetically pleasing, sustainable, and consistent with the County of Riverside General Plan and Temescal Canyon Area Plan. The team’s efforts resulted in the creation of a commerce center development plan that fulfills the economic and social need for new light industrial and community retail land uses in the local area.

A series of opportunities and constraints analyses were undertaken to determine appropriate development standards for the site. The property’s pre-development conditions that were evaluated included, but were not limited to, the following:

- Aerial Photography
- General Plan Land Use and Roadway Designations
- Adjacent Land Uses (existing and proposed)
- Topography (slopes, including high and low elevations)
- Biology (plants, animals, wetlands, and wildlife movement)
- Hydrology (surface water, groundwater, and floodplains)
- Geology (seismicity, surficial geology, and geomorphology)
- Soils (stability, erodibility, and suitability)
I. Executive Summary

Temescal Canyon Area Plan Land Use Map
F.1.2 Multiple Species Habitat Conservation Plan (MSHCP)

The Western Riverside County MSHCP, which was adopted by the County on June 17, 2003, is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats. The MSHCP identifies the Temescal Wash, located on the eastern boundary of the commerce center, as providing a critical perpendicular linkage for wildlife species movement between habitats and is identified as a critical resource. A portion of the commerce center is located within MSHCP Cell Groups G, H, I and J, and includes portions of Criteria Area cell numbers 3035, 3036, 3039, 3142, 3245, and 3348.

As part of determining an appropriate land use design for the site, the SERRANO COMMERCE CENTER SPECIFIC PLAN was subject to thorough review by the Riverside Conservation Authority (RCA) through its Habitat Acquisition and Negotiation Strategy (HANS). Because a portion of the Specific Plan area is mapped within the MSHCP Criteria Area, the RCA was required to review the Specific Plan’s HANS application and determine if the commerce center was consistent with applicable MSHCP reserve design criteria. Per HANS Application No. 447, the Specific Plan permanently conserves 48.77 acres of open space along the site’s eastern and northeastern boundaries. This acreage will be conveyed to the RCA for inclusion in the MSHCP Reserve.

F.1.3 COMMUNITY ENVIRONMENTAL TRANSPORTATION ACCEPTABILITY PROCESS (CETAP)

As part of the RCIP process, the County is undergoing a Community Environmental Transportation Acceptability Process (CETAP). CETAP identifies locations for major new multi-modal transportation facilities to serve the current and future transportation needs of Western Riverside County. The Riverside County Transportation Commission (RCTC) is conducting various studies to determine the most appropriate location for each of these facilities. The corridors under examination would provide right-of-way for future transportation facilities. The SERRANO COMMERCE CENTER SPECIFIC PLAN is not located near any of the proposed corridors; therefore, the commerce center is not expected to be directly affected by any CETAP policies or alternatives. The nearest transportation corridors under consideration are located north of Lake Mathews and in the SR-74 location north of Lake Elsinore, both of which are a sufficient distance and would not be directly impacted by development of the commerce center.

F.2 ZONING DESIGNATIONS

Change of Zone No. 7365 modifies the SERRANO COMMERCE CENTER SPECIFIC PLAN site’s zoning designation to Specific Plan No. 353. Refer to the Specific Plan Zoning Ordinance (Section V of this Specific Plan) for additional information regarding zoning.

G. DISCRETIONARY ACTIONS AND APPROVALS

This Specific Plan has been prepared under the authority of the Riverside County Planning Department, which is also the Lead Agency for the commerce center approvals. This document will be used by the County in connection with the following decisions:
G.1 **RIVERSIDE COUNTY PLANNING COMMISSION**

- Recommendation to the Board of Supervisors regarding adoption of Specific Plan No. 353 by Resolution.
- Recommendation to the Board of Supervisors regarding approval of General Plan Amendment No. 815 by Resolution.
- Recommendation to the Board of Supervisors regarding approval of Change of Zone No. 7365 by Ordinance.
- Recommendation to the Board of Supervisors regarding certification of EIR No. 492 by Resolution.
- Approval of Tentative Parcel Map No. 32885 by Resolution.

G.2 **RIVERSIDE COUNTY BOARD OF SUPERVISORS**

- Adoption by Resolution of Specific Plan No. 353.
- Adoption by Resolution of General Plan Amendment No. 815.
- Approval by Ordinance of Change of Zone No. 7365.
- Certification by Resolution of EIR No. 492.
- Receive and File Tentative Parcel Map No. 32885.

Subsequent discretionary actions may include, but not be limited to, final maps, conditional use permits, site plans, plot plans, parcel maps, use permits, grading permits, water and sewer system approvals, encroachment permits, and state and federal resource agency permits and approvals.
II. SPECIFIC PLAN
II. SPECIFIC PLAN

A. LAND USE PLAN

A.1 DEVELOPMENT CONCEPT

The SERRANO COMMERCE CENTER SPECIFIC PLAN provides for the development of a commerce center on a property of approximately 489.28 acres. Complemented by a cohesive architectural and landscape design theme and within view of commuters along Interstate 15 (I-15), the SERRANO COMMERCE CENTER establishes itself as a premier, state-of-the-art commerce center within the Temescal Valley area of unincorporated Riverside County.

As depicted in Figure 2-1, Land Use Plan, the SERRANO COMMERCE CENTER includes 372.06 acres of light industrial land uses, 17.45 acres of commercial retail land uses, 13.08 acres of flood control channels, 37.93 acres of major circulation roadways, and 48.77 acres of open space. In total, the SERRANO COMMERCE CENTER is planned to contain nearly 6.8 million square feet of building area.

The commerce center creates new jobs for local residents, thereby reducing their commute distances to and from work. The high-quality design of the SERRANO COMMERCE CENTER also includes amenities for employees and visitors, such as a sidewalk system, trail system, and outdoor gathering areas. A commercial retail center is located at the northwestern section of the commerce center and provides employees, commuters on I-15, and local residents with a convenient location to eat, shop, and conduct daily activities.

Within the SERRANO COMMERCE CENTER SPECIFIC PLAN, 48.77 acres of the Temescal Wash are conserved and protected as open space. This conservation area creates a visually-pleasing backdrop for the site while contributing to the MSHCP Reserve. The natural colors and materials associated with the Temescal Wash are emulated in the built environment of the SERRANO COMMERCE CENTER through its use of indigenous-appearing building materials and a complementary architectural style. Additionally, the commerce center’s landscaping plan establishes a number of objectives intended to increase resource conservation, including the planting of water-efficient and drought-tolerant landscaping.

This SERRANO COMMERCE CENTER SPECIFIC PLAN also includes a detailed circulation plan, which is organized to ensure efficient access to individual tenant areas, as well as to public places. Temescal Canyon Road bisects the commerce center in a north-south manner and intersects with Streets “A,” “B,” “C,” “D,” and “E.” These streets provide vehicular access to each of the planning areas. Roadway-adjacent sidewalks and pedestrian paths provide non-vehicular circulation through the commerce center and between individual buildings.

A statistical summary for each of the 13 planning areas that occur within the SERRANO COMMERCE CENTER is provided in Table 2-1, Land Use Abstract by Planning Area, which follows directly after Figure 2-1, Land Use Plan. Information on the various land uses within the commerce center follows immediately thereafter.
TABLE 2-1  LAND USE ABSTRACT BY PLANNING AREA

<table>
<thead>
<tr>
<th>PLANNING AREA</th>
<th>LAND USE</th>
<th>ACRES</th>
<th>TARGET SQ. FT. OF BUILDING SPACE</th>
<th>F.A.R. RANGE (MIN – MAX)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Commercial Retail</td>
<td>17.45</td>
<td>172,150</td>
<td>0.20 – 0.35</td>
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<tr>
<td>2</td>
<td>Light Industrial</td>
<td>39.37</td>
<td>622,540</td>
<td>0.25 – 0.60</td>
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<tr>
<td>3</td>
<td>Light Industrial</td>
<td>39.85</td>
<td>702,482</td>
<td>0.25 – 0.60</td>
</tr>
<tr>
<td>4</td>
<td>Light Industrial</td>
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<td>808,694</td>
<td>0.25 – 0.60</td>
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<td>5</td>
<td>Light Industrial</td>
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<td>878,284</td>
<td>0.25 – 0.60</td>
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<td>6</td>
<td>Light Industrial</td>
<td>71.90</td>
<td>1,250,890</td>
<td>0.25 – 0.60</td>
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<td>Light Industrial</td>
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<td>0.25 – 0.60</td>
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<td>Light Industrial</td>
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<td>11</td>
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<td>12</td>
<td>Open Space – Conservation</td>
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<td>13A</td>
<td>Open Space – Water</td>
<td>1.13</td>
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<td>13B</td>
<td>Open Space – Water</td>
<td>5.85</td>
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<tr>
<td>13C</td>
<td>Open Space – Water</td>
<td>2.36</td>
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<td>--</td>
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<tr>
<td>13D</td>
<td>Open Space – Water</td>
<td>3.74</td>
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<tr>
<td>---</td>
<td>Major Roadways</td>
<td>37.93</td>
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<td>--</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>489.28</strong></td>
<td><strong>6,773,144</strong></td>
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</tr>
</tbody>
</table>

Note: F.A.R. is Floor to Area Ratio. The F.A.R. range is established by the Riverside County General Plan. Per the development standards of this Specific Plan, the target square footage of building space may be exceeded in individual Planning Areas, provided that the overall maximum square footage for the commerce center (6,773,144 s.f.) is not exceeded, and the maximum F.A.R. per Planning Area is not exceeded.

A.1.1  LIGHT INDUSTRIAL

Light industrial planning areas, identified as Planning Areas 2 through 11, account for 372.06 acres of the Specific Plan. Approximately 6,600,994 square feet of light industrial building space is permitted in these planning areas. The light industrial land uses in Planning Area 2 are planned to provide an area that is more focused on attracting professional office tenants than the other light industrial planning areas.

The development standards and design guidelines set forth in this Specific Plan direct that the buildings in Planning Areas 2 through 11 be arranged and designed in a contemporary manner, that the buildings be softened by landscaping, and that parking areas not be a dominating visual feature. Pedestrian pathways connect buildings and provide connectivity throughout the commerce center’s light industrial planning areas.
A.1.2  COMMERCIAL RETAIL CENTER

Approximately 17.45 acres are designated commercial retail within Planning Area 1, located adjacent to Temescal Canyon Road and the Old Temescal Canyon Road North off-ramp from I-15. The commercial retail center is designed to accommodate retail and office uses that provide convenient services to people who work or have business in the SERRANO COMMERCE CENTER SPECIFIC PLAN, as well as to commuters on I-15. Anticipated tenants include food service providers, financial institutions, commercial retailers, and personal service shops, as well as small businesses and offices. A target of 172,150 square feet of commercial retail and office building space is planned for this area.

A.1.3  OPEN SPACE – CONSERVATION

Approximately 48.77 acres of Open Space – Conservation land uses are located within Planning Area 12 of the SERRANO COMMERCE CENTER SPECIFIC PLAN. This area is concentrated along the eastern and northeastern portions of the commerce center and generally corresponds with the on-site portions of the Temescal Wash and its associated banks. Pursuant to the Western Riverside County MSHCP, this area is planned to be conveyed to the RCA as part of the MSHCP Reserve in order to maintain Temescal Wash in its natural condition.

A.1.4  OPEN SPACE – WATER

Planning Areas 13A, 13B, 13C, and 13D are designated to accommodate flood control channels that primarily convey off-site regional flows to the Temescal Wash. Planning Areas 13A and 13B will contain flows of the Coldwater Canyon Wash and occupy 1.13 and 5.85 acres, respectively, in the northwestern section of the Specific Plan, south of Planning Area 1. Planning Areas 13C and 13D will contain flows of Mayhew Wash and occupy 2.36 and 3.74 acres, respectively, in the southern portion of the Specific Plan area. The design of the flood control channels preserve a natural appearance.

A.1.5  MAJOR ROADWAYS

Circulation improvements comprise the remaining 37.93 acres of the Specific Plan area. This Specific Plan calls for the realignment of Temescal Canyon Road as an Urban Arterial Highway through the SERRANO COMMERCE CENTER SPECIFIC PLAN, paralleling I-15. This realignment is in accordance with the Riverside County General Plan’s Circulation Element. Temescal Canyon Road provides primary local access to the commerce center and serves as an important component of the area’s local circulation system. The realigned Temescal Canyon Road provides improved connectivity with Old Temescal Canyon Road North and Old Temescal Canyon Road South, which also lie partially within the Specific Plan boundary. The realigned Temescal Canyon Road also serves as the backbone arterial for the Specific Plan’s five Industrial Collector roads (Streets “A,” “B,” “C,” “D,” and “E”). Major roadways are not assigned planning area numbers by this Specific Plan.

A.2  LAND USE DEVELOPMENT STANDARDS

To ensure the proper and orderly development of land uses identified in the SERRANO COMMERCE CENTER SPECIFIC PLAN, development standards have been prepared for each planning area, which assist in efficiently implementing the land use plan. In addition to these specific planning area
standards (which are contained in Section III of this document), commerce center-wide development standards also have been prepared to address conditions that apply similarly to each planning area. These general standards are as follows:

1. The SERRANO COMMERCE CENTER SPECIFIC PLAN area shall be developed as a commerce center containing Light Industrial, Commercial Retail, Open Space – Conservation, Open Space – Water, and circulation land uses on 489.28 acres, as illustrated on Figure 2-1, Land Use Plan, and in the individual Planning Area figures (Figures 3-1 through 3-14).

2. The area designated as SERRANO COMMERCE CENTER SPECIFIC PLAN No. 353 shall be developed with a maximum of 6,773,144 square feet of building area. Table 2-1, Land Use Abstract by Planning Area, provides the target square footage of building area per each planning area.

3. Modifications to the approved Specific Plan that will not affect the general intent of the plan may be approved by the Riverside County Planning Director as outlined in County Ordinance No. 348, Article II, Section 2.11.

4. If a planning area is developed with less building square footage than the target allowable square footage anticipated by this Specific Plan (refer to Table 2-1) and/or subsequently generates fewer average daily trips (the total volume of traffic during a year divided by the number of weekdays in a year; abbreviated as ADT) than anticipated by the Specific Plan’s Traffic Impact Analysis, the remaining ADT allotment may be transferred to another planning area under the same ownership (see Figure 1-2, Ownership Map). Additionally, an owner may transfer an unused portion of its planning area’s ADT allotments to another planning area(s) under different ownership(s) within the Specific Plan, provided there is written consent between the transferor and the transferee(s). Calculation of ADT (trip generation) is required to be performed by a traffic engineer prior to the approval of each plot plan and conditional use permit application, to be compared with the ADT counts given in Table 2-1.

5. Major modifications to the Specific Plan, such as changes to land use designations, or the adoption of new design guidelines that are significantly different from those in Section IV of this document, will require a Specific Plan Amendment.

6. Uses and development standards shall be in accordance with Riverside County Ordinance No. 348 and the SERRANO COMMERCE CENTER Zoning Ordinance (refer to Section V) and will further be defined by Specific Plan objectives, the Specific Plan design guidelines, and future detailed development proposals including subdivisions, site plans, plot plans, and/or conditional use permits.

7. A Specific Plan Zoning Ordinance for the SERRANO COMMERCE CENTER has been recorded concurrently with this Specific Plan. Standards regarding signage, landscaping, and other related design elements shall conform to Riverside County Ordinance Nos. 348 and 859, the SERRANO COMMERCE CENTER Zoning Ordinance, and this Specific Plan.

8. The geographic area of the on-site clay mining operation (Ben’s Mine) will be reclaimed in accordance with the California Surface Mining and Reclamation Act (SMARA) and the mine operator’s approved Mining Reclamation Permit No. 135. The mining operation is
considered a permitted use within the Specific Plan boundary until the site is reclaimed in accordance with Permit No. 135.

9. Development of the property shall be in accordance with the mandatory requirements of all Riverside County ordinances.

10. Except for the Specific Plan Zoning Ordinance adopted concurrently with this Specific Plan, no portion of the Specific Plan, which purports or proposes to change, waive, or modify any ordinance or other legal requirement for the development, shall be considered to be part of the adopted Specific Plan.

11. A review in compliance with the California Environmental Quality Act (CEQA) shall be conducted to determine potential environmental impacts resulting from each parcel map, site plan, plot plan, change of zone, specific plan amendment, or any discretionary land use application required to implement this Specific Plan, unless such proposal is determined to be consistent with EIR No. 492 and does not require subsequent environmental documentation or is exempt from the provisions of CEQA. Any required CEQA review shall be prepared as part of the review process for these implementing projects.

12. Planning areas designated by this Specific Plan and parcels created by any implementing tentative parcel maps shall be in conformance with the development standards of the Specific Plan zone herein applied to the property (refer to Section V of this Specific Plan).

13. Prior to issuance of a building permit for the construction of any use contemplated by this Specific Plan, the Developer 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.

14. Common areas identified in the Specific Plan are planned to be owned and maintained as follows:

   a. A permanent master maintenance organization shall be established for the Specific Plan area to assume ownership and/or maintenance responsibility for all common open space, circulation systems, common parking lots, pedestrian paths, and other landscaped areas.

   b. The maintenance organization shall be established prior to, or concurrent with, approval of the first Site Plan or Plot Plan approval or issuance of any building permit for any approved development permit. The ownership and maintenance responsibility shall be identified for each common area at the time Site Plans or Plot Plans are filed.

15. Development applications that 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).

16. All lighting within the boundaries of the Specific Plan shall be in accordance with applicable Riverside County standards, including but not limited to the standards for the Mount Palomar Observatory Special Lighting District (Riverside County Ordinance No. 655). All lighting
within the boundaries of the Specific Plan shall also be in accordance with the lighting standards set forth in Section IV of this Specific Plan.

17. For the security and safety of future employees and visitors to the Serrano Commerce Center, the Applicant and/or Developer applying for the implementing actions shall incorporate the following design concepts within each individual Site Plans or Plot Plans:
   b. Lighting of streets, parking areas, loading docks, and walkways.
   c. Visibility of doors and windows from the street and between buildings, where practical.
   d. Building identification and directional signage.

18. Prior to the issuance of building permits or project approval, improvement and irrigation plans for adjacent common areas shall be submitted for Planning Department approval. Irrigation plans shall be certified by a licensed landscape architect.


20. Development within the Project shall conform to Title 24, Chapter 2-71, of the California Administrative Code to ensure accessibility for physically challenged individuals.

21. Structures shall be constructed to comply with California Energy Commission Title 24, Energy Efficiency Standards for Non-Residential Construction.

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 that provide over 3,000 gallons per minute (gpm) for three (3) hours duration shall be required.

23. The Applicant and Developer(s) shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees from any claim, action, or proceeding against the County of Riverside or its agents, officers, or employees to attach, set aside, void, or annul an approval of the County of Riverside, its advisory agencies, appeal boards, or legislative body concerning the approval process for the Specific Plan. The County of Riverside will promptly notify the Applicant and Developer(s) of any such claim, action, or proceeding against the County of Riverside and will cooperate fully in the defense. If the County fails to promptly notify the Applicant and Developer(s) of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant and Developer(s) shall not thereafter be responsible to defend, indemnify, or hold harmless the County of Riverside.
B. PROJECT PHASING PLAN

B.1 PROJECT PHASING PLAN DESCRIPTION

The SERRANO COMMERCE CENTER SPECIFIC PLAN is designed for development in five (5) phases in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure. The phasing plan, as depicted in Figure 2-2, Conceptual Phasing Plan, and statistically summarized in Table 2-2, Conceptual Phasing Plan Summary, is anticipated to be undertaken as follows:

- **PHASE I:** Phase I consists of development of Planning Areas 6, 9, 10, and 11. This phase also includes the construction of drainage improvements in Planning Areas 13A through 13D. Planning Area 12 is expected to be transferred to the Riverside Conservation Authority (RCA) during this phase or as soon thereafter as practicable.

- **PHASE II:** Phase II consists of development of Planning Areas 1, 5, and 7, and portions of Planning Area 8 (approximately 61% of the building area).

- **PHASE III:** Phase III consists of development of portions of Planning Area 3 (approximately 50% of the building area); the remainder of Planning Area 8; and portions of Planning Area 2 (approximately 50% of the building area).

- **PHASE IV:** Phase IV consists of developing the remainder of Planning Area 3 and the remainder of Planning Area 2.

- **PHASE V:** Phase V consists of development in Planning Area 4.

Infrastructure within the Specific Plan shall be phased to support the development within each of the planning areas. A detailed description of the domestic water services, sewerage services, drainage and flood control facilities, and vehicular circulation phasing plans is described within the relevant sub-sections of this Section II of this Specific Plan.

A detailed description of the construction triggers, responsible party/parties for construction and maintenance, and financing mechanisms for infrastructure improvements is provided in Section VI.B.4, Construction Timing, Maintenance Responsibility, and Financing Mechanisms, and Table 6-1, Construction Timing, Maintenance Responsibility, and Financing Mechanisms Matrix.
LEGEND

- Not Part of Phasing
- Phase I
- Phase II
- Phase III
- Phase IV
- Phase V

Source: Eagle Aerial (2006)

Conceptual Phasing Plan

FIGURE 2-2
TABLE 2-2  CONCEPTUAL PHASING PLAN BUILDING AREA SUMMARY

<table>
<thead>
<tr>
<th>PHASE</th>
<th>PLANNING AREA</th>
<th>LAND USE</th>
<th>TARGET SQ. FT. OF BUILDING AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Light Industrial</td>
<td>1,250,890</td>
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<td>I</td>
<td>6</td>
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<td>815,755</td>
</tr>
<tr>
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<td>9</td>
<td>Light Industrial</td>
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</tr>
<tr>
<td></td>
<td>10</td>
<td>Light Industrial</td>
<td>211,443</td>
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<tr>
<td></td>
<td>11</td>
<td>Light Industrial</td>
<td>--</td>
</tr>
<tr>
<td></td>
<td>13A</td>
<td>Open Space – Water</td>
<td>--</td>
</tr>
<tr>
<td></td>
<td>13B</td>
<td>Open Space – Water</td>
<td>--</td>
</tr>
<tr>
<td></td>
<td>13C</td>
<td>Open Space – Water</td>
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</tr>
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<td>13D</td>
<td>Open Space – Water</td>
<td>--</td>
</tr>
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<td></td>
<td></td>
<td>Commercial Retail</td>
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<td>199,892</td>
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<td>TARGET FOR PHASE V</td>
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<td></td>
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</table>

B.2  PROJECT PHASING DEVELOPMENT STANDARDS

1. In compliance with the conditions of approval of any implementing development project (such as site plans, plot plans, subdivisions, and use permits), improvement plans for the respective landscaped areas and/or plans to implement a mitigation measure relating to the respective stage of development shall be submitted to the County of Riverside for approval. The improvement plans may include, but not be limited to, the following:

- Grading Plans
- Erosion Control Plans
- Stormwater Pollution Prevention Plans
- Signing and Striping Plans
- Storm Drain Plans
- Sewer and Water Plans
- Traffic Signal Plans
- Traffic Control Plans
- Landscaping and Irrigation Plans
- Wall/Fence Treatment Plans
- Special Treatment/Buffer Area Treatment Plans
- Hardscape Plan describing employee amenities
2. Construction of the proposed development and recordation of final maps may be done progressively in stages, provided vehicular access, public facilities, and infrastructure (including traffic signals as warranted) are constructed to adequately service the uses within the Specific Plan 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 the Specific Plan Phasing Program.

3. The phasing sequence described herein is conceptual in nature and is based on expected economic and market demand. Certain planning areas or development phases may be developed out of the expected sequence, provided the required infrastructure and services are available prior to the issuance of the first building permit.

4. Grading within any development phase may encroach into an area of a future development phase in order to achieve an earthwork balance. If this occurs, grading plans shall be prepared and grading shall be performed in a manner consistent with the overall Conceptual Grading Plan for the Specific Plan as well as the grading plans for the future development phase. No grading shall occur outside the analyzed area of impact identified in EIR No. 492 unless approved by the County and analyzed as required under CEQA.
C. CIRCULATION PLAN

The Specific Plan’s Circulation Plan is based, in part, on a traffic study prepared by Kunzman Associates, which calculated that a maximum of 62,249 daily vehicle trips in passenger car equivalents are expected to be generated by the Specific Plan’s land uses, including 6,863 trips during the peak morning hour and 7,515 trips during the peak evening hour. The circulation system is designed to accommodate SERRANO COMMERCE CENTER traffic, as well as through-traffic on Temescal Canyon Road.

C.1 VEHICULAR CIRCULATION PLAN DESCRIPTION

The major roadway infrastructure elements for the SERRANO COMMERCE CENTER, as illustrated on Figure 2-3, Conceptual Vehicular Circulation Plan, include the extension of Temescal Canyon Road through the commerce center as a modified arterial highway and the construction of five industrial collector streets (Streets “A,” “B,” “C,” “D,” and “E”). The main objective of the Vehicular Circulation Plan is to provide direct and convenient access to the commerce center buildings through a safe and efficient network of roadways.

Temescal Canyon Road intersects with Old Temescal Canyon Road North and Old Temescal Canyon Road South in the northern and southern portions of the commerce center, respectively. Temescal Canyon Road bisects the commerce center and intersects with the five Industrial Collector roadways. Street “A” provides access to Planning Areas 5 and 6 and Street “C” provides access to Planning Areas 6 and 7. Street “B” is a loop road that connects with the Temescal Canyon Road/Street “A” intersection and the Temescal Canyon Road/Street “C” intersection, creating two, four-way intersections. Street “B” provides access to Planning Areas 2, 3, and 4, Street “D” provides access to Planning Area 9, and Street “E” provides access to Planning Areas 8 and 10. A third four-way intersection is created at the intersection of Temescal Canyon Road, Street “D,” and Street “E.” See Figure 2-3 for intersection locations.

As also shown on Figure 2-3, traffic signals are located at various points along Temescal Canyon Road. Traffic signals are situated at:

- The intersection of Old Temescal Canyon Road North and Temescal Canyon Road;
- The intersection of Old Temescal Canyon Road South and Temescal Canyon Road;
- The intersection of Street “A,” Street “B,” and Temescal Canyon Road;
- The intersection of Street “B,” Street “C,” and Temescal Canyon Road; and
- The intersection of Street “D,” Street “E,” and Temescal Canyon Road.

C.1.1 ROADWAY CROSS-SECTIONS

The Vehicular Circulation Plan includes several roadway sizes and classifications as described below and illustrated in Figure 2-4, Roadway Cross-Sections.

- Temescal Canyon Road—Modified Arterial Highway (138’ to 128’ ROW)

As required by the Circulation Element of the Riverside County General Plan, the SERRANO COMMERCE CENTER is designed to accommodate the improvement and realignment of Temescal Canyon Road through the commerce center in a north-south alignment as a modified Arterial Highway with a 138 to 128-foot right-of-way.
SERRANO COMMERCE CENTER

II. SPECIFIC PLAN

FIGURE 2-3

LEGEND

Arterial Highway
- 128' R.O.W. - 138' R.O.W.
(See Figure 4-2)

Industrial Collector Street/Modified
- 78' R.O.W.
(See Figures 4-3 and 4-4)

Traffic Signal

Source: Proactive Engineering Consultants

Conceptual Vehicular Circulation Plan

SPECIFIC PLAN NO. 353

PAGE II-13
II. SPECIFIC PLAN

FIGURE 2-4

SERRANO COMMERCE CENTER

SPECIFIC PLAN NO. 353

ROADWAY CROSS-SECTIONS

Source: Proactive Engineering Consultants

SPECIFIC PLAN NO. 353

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Roadway Cross-Sections
Under existing conditions, Temescal Canyon Road straddles both sides of I-15 and short segments of the road traverse through the northern and southern portions of the Specific Plan boundaries in east-west alignments. With implementation of the SERRANO COMMERCE CENTER SPECIFIC PLAN, Temescal Canyon Road will be realigned through the site in a north-south alignment, and new intersections will be created with the existing segments, which will be renamed Old Temescal Canyon Road North and Old Temescal Canyon Road South. This realignment greatly enhances the efficiency of the transportation system in the Temescal Valley area. Temescal Canyon Road consists of five basic right-of-way (ROW) configurations:

- **128-foot ROW – No Left Turn Lanes:** This ROW configuration for Temescal Canyon Road shall consist of a 128-foot ROW with six vehicular travel lanes, a 28-foot maximum landscaped center median, a Class III bike lane, a curb separated, five-foot wide trail on the west side of the roadway (a portion of the trail may extend outside of the ROW), and a curb-adjacent, six-foot-wide sidewalk on the east side of the roadway.

- **138-foot ROW – Triple Left Turn Lanes at Intersections:** This ROW configuration for Temescal Canyon Road shall consist of a 138-foot ROW with triple left turn lanes at intersections, a four-foot-wide raised center median, a Class III bike lane, a curb-separated, five-foot-wide trail on the west side of the roadway (a portion of the trail may extend outside of the ROW), and a curb-adjacent, six-foot-wide sidewalk on the east side of the roadway.

- **128-foot ROW – Double Left Turn Lanes at Intersections:** This ROW configuration for Temescal Canyon Road shall consist of a 128-foot ROW with double left turn lanes at intersections, a four-foot-wide raised center median, a Class III bike lane, a curb-separated, five-foot wide-trail on the west side of the roadway (a portion of the trail may extend outside of the ROW), and a curb-adjacent, six-foot-wide sidewalk on the east side of the roadway.

- **128-foot ROW – Single Left Turn Lane at Intersections:** This ROW configuration for Temescal Canyon Road shall consist of a 128-foot ROW with a single left turn lane at intersections, a 16-foot-wide raised center median, a Class III bike lane, a curb-separated, five-foot-wide trail on the west side of the roadway (a portion of the trail may extend outside of the ROW), and a curb-adjacent, six-foot-wide sidewalk on the east side of the roadway.

- **Bridge ROW:** This ROW configuration for Temescal Canyon Road as it bridges over the Mayhew Wash and Coldwater Canyon Wash flood control channels shall consist of six vehicular travel lanes, a raised center median of variable width, Class III bike lanes on both sides of the roadway, a ten-foot-wide curb adjacent sidewalk/regional trail on the east side of the roadway, and six-foot-wide curb adjacent sidewalk on the west side of the roadway.

Old Temescal Canyon Road North and Old Temescal Canyon Road South are located in the northern and southern portions of the Specific Plan area and are designated as Arterial Highways with 138 to 128 foot rights-of-way. Full-width improvements to these roadways within the boundaries of the SERRANO COMMERCE CENTER site are similar to Temescal Canyon Road with the exception that Class III bike lanes will not be provided. The roadways include the following configurations:
II. SPECIFIC PLAN

- **128-foot ROW – Median With No Left Turn Lanes:** This ROW configuration for Old Temescal Canyon Road North/South shall consist of a 128-foot ROW with six vehicular travel lanes, a 28-foot maximum landscaped center median, and curb-adjacent, six-foot-wide sidewalks on both sides of the roadway.

- **138-foot ROW – Triple Left Turn Lanes at Intersections:** This ROW configuration for Old Temescal Canyon Road North/South shall consist of a 138-foot ROW with triple left turn lanes at intersections, a four-foot-wide raised center median, and curb-adjacent, six-foot-wide sidewalks on both sides of the roadway.

**Streets “A,” “B,” “C,” “D,” and “E” – Industrial Collector (78’ ROW)**

Five internal Industrial Collector roadways named Streets “A,” “B,” “C,” “D,” and “E” and having 78-foot ROWs, provide primary access to individual planning areas. These roadways each contain a 12-foot painted center median, as well as two vehicular travel lanes and five-foot-wide sidewalks with six-foot-wide landscaped parkways on both sides of the roadway. Streets “A,” “C,” “D,” and “E” are cul-de-sacs, while Street “B” is a loop road.

C.1.2 ROADWAY CONSTRUCTION AND TRAFFIC SIGNAL PHASING PLAN

A summary of the phasing sequence for SERRANO COMMERCE CENTER roadway construction and traffic signal installation is illustrated in Figure 2-5, *Roadway Construction and Traffic Signal Phasing Plan*, and is described in detail below.

- **PHASE I:** This phase includes full-width improvements to the segment of Old Temescal Canyon Road North that traverses through the northern portion of the Specific Plan (through Planning Area 1) and improvements to the segment of Old Temescal Canyon Road South that traverses through the southern portion of the Specific Plan boundary (abutting Planning Area 11). Full-width improvements to Street “A,” Street “C,” Street “D,” and Street “E” also occurs during this phase. Additionally, Phase I includes the construction of two northbound and two southbound lanes of Temescal Canyon Road through the SERRANO COMMERCE CENTER, with the lanes tapering off-site to align with the existing off-site lane configurations.

  This phase also includes the construction of five traffic signals, located at the intersections of Temescal Canyon Road with 1) Old Temescal Canyon Road North, 2) Old Temescal Canyon Road South, 3) Streets “A” and “B,” 4) Streets “B” and “C,” and 5) Streets “D” and “E.”

- **PHASE II:** Phase II consists of the construction of the third southbound lane of Temescal Canyon Road. This phase also includes the construction of the third northbound lane of Temescal Canyon Road, north of its intersection with Old Temescal Canyon Road North. Lanes will taper off-site to align with the existing off-site lane configurations.

- **PHASE III:** Phase III includes the construction of the third northbound lane of Temescal Canyon Road, south of its intersection with Old Temescal Canyon Road North. Lanes will taper to align with the existing off-site lane configurations. Phase III also includes full-width improvements to Street “B.”
C.2 **AVERAGE DAILY TRIPS BY PLANNING AREA**

According to technical report entitled “Serrano Commerce Center Specific Plan No. 353 Traffic Impact Analysis (Revised),” prepared by Kunzman Associates, and dated November 2008, the SERRANO COMMERCE CENTER is expected to generate a maximum of 62,249 average daily trips (ADT) at buildout, in passenger car equivalents.

Table 2-3, *Average Daily Trips (ADP) Per Planning Area*, provides a statistical summary of the allotted number of ADT per planning area, based on the target amount of building space established for each planning area by this Specific Plan. If a planning area is developed with less square footage than projected by this Specific Plan and/or if the uses constructed in the planning area generate fewer ADT than anticipated by the Specific Plan’s Traffic Impact Analysis (Kunzman, 2008), the remaining ADT allotment may be transferred to another planning area under the same ownership (see Figure 1-2, *Ownership Map*, for the ownership pattern at the time this Specific Plan was approved). Additionally, an owner may transfer an unused portion of its planning area’s ADT allotments to another planning area(s) under a different ownership(s) within the Specific Plan, provided there is written consent between the transferor and the transferee(s).

**TABLE 2-3  AVERAGE DAILY TRIPS (ADT) PER PLANNING AREA**

<table>
<thead>
<tr>
<th>PLANNING AREA</th>
<th>LAND USE</th>
<th>TARGET SQ. FT. OF BUILDING SPACE</th>
<th>MAXIMUM ADT AT BUILDOUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Commercial Retail</td>
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<td>8,217</td>
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<td>Light Industrial</td>
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<td>7,001</td>
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<td>Light Industrial</td>
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<td><strong>TOTAL</strong></td>
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<td>6,773,144</td>
<td><strong>62,249</strong></td>
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**Notes:**

1. Including 15% Internal Capture Rate.
2. Discrepancies between Planning Area ADT and Specific Plan-wide ADT are due to rounding.
3. The maximum ADT per planning area are fixed at the numbers given in this Table 2-3.
4. ADT is given in passenger car equivalents. ADT-generation calculations prepared by a licensed transportation engineer are required to be supplied to the County for each plot plan and conditional use permit application to demonstrate conformance to the maximum ADT counts given in this Table 2-3.
C.3 VEHICULAR CIRCULATION PLAN DEVELOPMENT STANDARDS

1. The Vehicular Circulation Plan provides a vehicular traffic design that meets the needs of the commerce center. Roadway improvements depicted on Figure 2-3, *Vehicular Circulation Plan*, will be constructed in conjunction with adjacent development activity in accordance with Figure 2-2, *Conceptual Phasing Plan*.

2. On-site roadway improvements will be constructed to the following standards:
   a. Temescal Canyon Road: Arterial Highway Standard No. 92 (Modified) (138’ to 128’ ROW)
   b. Old Temescal Canyon Road North/South: Arterial Highway Standard No. 92 (Modified) (138’ to 128’ ROW)

3. All roads within the Specific Plan boundary shall be constructed to appropriate County full or half-width standards in accordance with Riverside County Ordinance Nos. 460 and 461 (or as approved by the Riverside County Transportation Department) as a requirement of the implementing parcel maps for the Specific Plan, subject to approval by the Director of Transportation.

4. Traffic signals may be installed at the following locations when warranted:
   a. The intersection of Old Temescal Canyon Road North and Temescal Canyon Road;
   b. The intersection of Old Temescal Canyon Road South and Temescal Canyon Road;
   c. The intersection of Street “A,” Street “B,” and Temescal Canyon Road;
   d. The intersection of Street “B,” Street “C,” and Temescal Canyon Road; and
   e. The intersection of Street “D,” Street “E,” and Temescal Canyon Road.

5. The Developer applying for an implementing permit shall participate in the phased construction of traffic signals through payment of funds pursuant to the Traffic Signal Mitigation Fee Program for the County of Riverside. Notwithstanding this provision, the Developer may employ any of the applicable financing mechanisms detailed in this Specific Plan (see *Section VI, Implementation Plan*) for purposes of generating the necessary funds for the payment.

6. All intersection spacing and/or access openings shall be per Riverside County Standard 114, Riverside County Ordinance No. 461, or as approved by the County Transportation Department. Any implementing projects associated with the SERRANO COMMERCE CENTER Specific Plan Project shall comply with all applicable County standards and guidelines.

7. Landscape requirements in public and private roadway rights-of-way shall be in accordance with the Roadway Landscape Treatments as depicted in *Section IV*.

8. This Specific Plan and all implementing plans and actions shall comply with the conditions and requirements set forth by the Riverside County Transportation Department.
9. Any application for subdivision within the Specific Plan boundary shall prompt the submittal of an Infrastructure Master Plan that is in accordance with the boundaries of the proposed Final Map to Riverside County, with the exception of a division of land that has no parcel less than 20 acres (a Schedule “I” Parcel Map).

10. Driveways and access point locations, as shown in this Specific Plan, are conceptual until approved by the Transportation Department and shall conform to Transportation Department standard access spacing, depending upon the street's classification.

11. Circulation facilities will be maintained by the Riverside County Transportation Department and the Riverside County Flood Control and Water Conservation District.

12. Landscaping within public road rights-of-way will require approval by the Riverside County Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism, as approved by the County Transportation Department.

13. No textured pavement accents will be allowed within the public right-of-way. Striping is permitted at pedestrian crossings to create contrast and enhance safety.

14. No entry monuments or identification signs shall be permitted in the public right-of-way.

15. All land divisions within the Specific Plan boundary shall be subject to the County of Riverside’s Development Monitoring Program.

16. All tentative parcel maps and plot plans that implement the Specific Plan shall comply with the on-site and off-site street improvement recommendations as stated in this Specific Plan document. All required off-site improvements associated with each tentative parcel map shall be coordinated with the master phasing plan.

17. All applicable Transportation Uniform Mitigation Fees (TUMF) shall be paid in accordance with Riverside County Ordinance No. 824. The transfer of TUMF credits between planning areas and their respective owners is allowed by this Specific Plan.

18. All applicable Transportation Improvement Program (TIP) fees shall be paid pursuant to the requirements set forth by the Riverside County Transportation Department.

19. Sight distance shall be reviewed by the Riverside County Transportation Department in conjunction with the preparation of grading, landscaping, and street improvement plans. This review shall insure that setbacks allow for clear unobstructed sight distances at intersections.
C.4  NON-VEHICULAR CIRCULATION PLAN DESCRIPTION

The SERRANO COMMERCE CENTER SPECIFIC PLAN encourages circulation by employees and visitors that is not dependant on the automobile. Pedestrian circulation is encouraged through an integrated network of pedestrian walkways and trails, as illustrated on Figure 2-6, Conceptual Non-Vehicular Circulation Plan. Sidewalks are provided in the public rights-of-way along Temescal Canyon Road, Old Temescal Canyon Road North/South, and Streets “A,” “B,” “C,” “D,” and “E.” Additionally, this sidewalk system connects directly to the on-site segments of the County’s regional trail system as well as community trails located along the two on-site flood control channels, north of Planning Areas 13A and 13B and south of Planning Areas 13C and 13D. A trail is also provided in the public right-of-way along the western side of Temescal Canyon Road. Class III bicycle lanes are provided in Temescal Canyon Road and Old Temescal Canyon Road North/South.

Provisions for additional pedestrian walkways between buildings and gathering areas are set forth in the design guidelines included in Section IV of this document.

C.5  NON-VEHICULAR CIRCULATION PLAN DEVELOPMENT STANDARDS

1. The Non-Vehicular Circulation Plan provides a pedestrian pathway design that meets the needs of the commerce center’s employees and visitors. Sidewalk and pathway improvements depicted on Figure 2-6, Conceptual Non-Vehicular Circulation Plan, will be constructed in conjunction with development activity in accordance with Figure 2-2, Conceptual Phasing Plan.

2. Pedestrian walkways shall be constructed to the following standards in conjunction with development:
   a. Sidewalks in the public right-of-way: 5-foot minimum width.
   b. Trails in the public right-of-way: 5-foot minimum width (a portion of the trail may extend outside of the public right-of-way).
   c. Pedestrian pathways between buildings: 4-foot minimum width.

3. Pedestrian crosswalks shall be provided at the following intersections:
   a. Temescal Canyon Road at Old Temescal Canyon Road North
   b. Temescal Canyon Road at Streets “A,” “B,” “C,” “D,” and “E”
   c. Temescal Canyon Road at the entrance into Planning Area 1

4. Mid-block crosswalks are prohibited.

5. Sidewalks and pedestrian paths located outside of the public right-of-way will require approval by the Riverside County Planning Department to ensure continuing maintenance through the establishment of a property owners’ association, landscape maintenance district, or similar mechanism.

6. Prior to the construction of any community or regional trail, the project Applicant is required to prepare and submit a "Final Trails Plan" to the Riverside County Regional Park and Open-Space District for review and approval. The Final Trails Plan shall identify the location and
construction standards for all Regional and Community Trails within the Specific Plan and how these trails connect to surrounding off-site Regional and Community Trails.

7. Regional Trails shall be constructed to the following standards in conjunction with development:

   a. Regional Trails adjacent to the public right-of-way: 16-foot total easement width, including a minimum ten-foot-wide trail surface, four-foot-wide buffer on the street-side, and a two-foot-wide buffer on the non-street side.

   b. Regional Trails not adjacent to the public right-of-way: 20 foot total easement width, including a minimum ten-foot wide trail surface. Buffer areas on both sides of the trail surface shall be a minimum collective width of ten feet, with no buffer width being less than three feet. Terrace drains are permitted in the buffers.

   c. Regional Trails shared with sidewalk (along Temescal Canyon Road at the Mayhew Wash and Coldwater Canyon Wash bridge crossings): ten-foot minimum width.

8. The Developer applying for building permits shall provide on-site bicycle racks at every building, or building cluster with a shared common area, to encourage the use of bicycles as an alternate means of transportation.
D. DRAINAGE PLAN

In its pre-development condition, the SERRANO COMMERCE CENTER property has seven drainage courses, including three blue-line streams mapped by the United States Geologic Survey (USGS). The blue line streams include Temescal Wash along the northeastern boundary of the commerce center, Coldwater Canyon Wash in the northwest corner of the commerce center, and Mayhew Wash near the commerce center’s southern boundary. In addition, there are four other drainages located on the property. These drainages vary from shallow to steep and empty into Temescal Wash.

Precise alignments and sizing of storm drain facilities will be determined at the plot plan, site plan, and final map stages of Specific Plan implementation. The location and size of facilities identified in this document may change, subject to the approval of the Riverside County Flood Control and Water Conservation District.

D.1 DRAINAGE PLAN DESCRIPTION

As shown in Figure 2-7, Conceptual Drainage Plan and Phasing Plan, the SERRANO COMMERCE CENTER drainage plan includes two components: regional flood control facilities and a local on-site drainage system. These systems work together to provide overall stormwater management, including flood protection, runoff collection and conveyance, stormwater quality treatment, and streambank stabilization/erosion protection.

The SERRANO COMMERCE CENTER is influenced directly by three major regional watersheds that include the Temescal Wash, Coldwater Canyon Wash, and Mayhew Wash. The drainage plan described in this Specific Plan preserves Temescal Wash in its natural condition in Planning Area 12. An average topographic relief (slope height) of approximately 10-20 feet in the south and 50-80 feet in the north, as occurs under natural conditions, is designed to be maintained as a natural buffer between Temescal Wash and the commerce center’s development areas. Planning Area 12 (Open Space) is located within a FEMA-mapped, 100-year flood-hazard zone for the Temescal Wash; however, no buildings, obstructions, or fill materials will be situated within the flood zone with the exception of possible outflow devices, as this planning area will be conveyed to the RCA for permanent conservation under the MSCHP.

The drainage plan improves Mayhew Wash and Coldwater Canyon Wash in Planning Areas 13 A – D with Open Space – Water land uses (specifically, flood control channels). The flood control channels in Planning Areas 13A, B, C and D will be improved with channel bank revetment and grade control structures constructed entirely of soil cement/grouted rock with some ungrouted rock scour protection at select locations. The engineering design of Temescal Canyon Road includes a bridge where the roadway passes over the Coldwater Canyon Wash flood control channel; additionally, Temescal Canyon Road will feature a bridge or culvert where the roadway passes over the Mayhew Wash.

The four other on-site minor drainages are not preserved. Impacts to natural drainages are subject to permitting requirements of the U.S. Army Corps of Engineers and the California Department of Fish and Game. Also, approval is necessary from the Riverside County Flood Control and Water Conservation District, as well as from the State of California Water Resources Control Board, Santa Ana Region.
The SERRANO COMMERCE CENTER’s local on-site drainage system consists of underground storm drain pipe systems designed to collect and treat on-site stormwater runoff and discharge the treated flows into the regional flood control facilities (the Coldwater Canyon Wash channel, the Mayhew Wash channel, and/or Temescal Wash). To ensure the appropriate level of water quality, grass lined swales and detention ponds are identified throughout the commerce center, as shown in Figure 2-7, Conceptual Drainage Plan and Phasing Plan. Precise sizes and locations of these features will be determined at the plot plan, site plan, and final map stages of Specific Plan implementation. The conveyance of drainage through the SERRANO COMMERCE CENTER to the grass swales and detention ponds will be accomplished through a network of storm drain conduits that will vary in size. Ultimately, the drainage flows from these conduits, after water quality cleansing, will flow to the north into the Coldwater Canyon Wash, to the south into Mayhew Wash, and to the east into Temescal Wash.

The outlet structures at the terminal discharge points into Temescal Wash, the improved Coldwater Canyon Wash, and the improved Mayhew Wash are designed to mitigate the outlet velocity so that it is compatible with the associated channel system or natural creek system. At the confluence of the improved Mayhew Wash and Coldwater Canyon Wash flood control channels with Temescal Wash, a “buried setback” revetment is provided within the Temescal Wash to prevent flow impingement at these locations. The improved Coldwater Canyon Wash and Mayhew Wash will contain channel bank revetments and grade control structures constructed entirely of soil cement/grouted rock with some ungrouted rock scour protection at select locations.

D.1.1 STORMWATER RECOVERY AND STORAGE PROGRAM (SWRSP)

The Stormwater Recovery and Storage Program (SWRSP) is a system that allows for the recovery and underground storage of on-site stormwater runoff. Using the SWRSP, stored water, which would be treated by above-ground grass-lined swales and detention ponds, would be slowly released into the groundwater table or could be used for beneficial uses, such as on-site irrigation. The SWRSP is a component of the Specific Plan’s overall strategy to reduce domestic water use and reliance on fossil fuel energy. As the engineering details and mechanics of the system cannot be precisely defined at the Specific Plan stage of design, the SWRSP is identified as an optional feature of the Specific Plan. The decision to proceed or not proceed with construction of the SWRSP will be made by the Applicant and the Riverside County Flood Control and Water Conservation District in conjunction with the approval of mass grading plans for the first phase of development.

The SWRSP has been conceptually designed to function as follows. Underground stormwater storage “reservoirs” are designed to be situated within on-site canyon areas beneath Planning Areas 5 and 6. These canyons will be filled with oversized rock materials unearthed during the grading process. The resulting “rock fills” are anticipated to have a high strength, settlement resistance, storage capacity, and transmissivity due to the coarse, interconnected voids between the rock particles. There would be no restrictions on building construction above the fills. Above-ground facilities, such as detention/water quality basins, bioswales, geoswales, and secondary simple debris traps, will be designed to collect and separate sediment and debris from stormwater runoff and clean water would flow underground into the SWRSP. Use of the stored water for beneficial uses such as irrigation would require subsequent review and approval by the Riverside County Flood Control and Water Conservation District.
A summary of the SERRANO COMMERCE CENTER drainage and flood control facilities phasing plan is described in detail below:

- **PHASE I**: Phase I includes the construction of two flood control channels, several storm drain lines, and the optional SWRSP, as follows:
  - **Coldwater Canyon Wash Flood Control Channel**: Improvements to the flood control channel in Planning Areas 13A and 13B will be constructed in Phase I. This approximately 3,750-foot long flood control channel receives stormwater runoff from Planning Areas 1 through 7.
  - **Mayhew Wash Flood Control Channel**: Phase I also includes improvements to the flood control channel in Planning Areas 13C and 13D. This approximately 1,550-foot long flood control channel receives stormwater runoff from Planning Areas 9, 10, and 11.
  - **Storm Drain Line “A.”**: This storm drain line collects off-site runoff tributary to the northern part of Planning Area 1 and on-site runoff from Planning Area 1. Line “A” conveys this runoff to the existing low point just easterly of Temescal Canyon Road.
  - **Storm Drain Line “C.”**: Line “C” conveys on-site storm water and starts from the intersection of Temescal Canyon Road and Street “A” and runs easterly along Street “A” and northerly through Planning Area 5. The line discharges into the Coldwater Canyon Wash flood control channel.
  - **Storm Drain Line “D.”**: Line “D” starts at the southeasterly corner of Planning Area 6 and runs northerly along the easterly boundary of the planning area until it discharges directly into the Temescal Wash in Planning Area 12.
  - **Storm Drain Line “E.”**: This storm drain starts at the intersection of Temescal Canyon Road and Street “A” and runs east along Street “A” and south through Planning Area 6, where it discharges into the Temescal Wash.
  - **Storm Drain Line “G.”**: Line “G” conveys off-site runoff to the Temescal Wash along Street “D.” The line begins at the intersection of Temescal Canyon Road and Street “D” and runs easterly.
  - **Storm Drain Line “H.”**: Line “H” collects on-site runoff from Planning Area 9 and discharges into Line “G.”
  - **Storm Drain Line “I.”**: This storm drain line conveys storm runoff from Planning Area 9 and runs south along Temescal Canyon Road and discharges into the Mayhew Wash flood control channel. Storm Drain Line “I.”
  - **Stormwater Recovery and Storage Program (SWRSP)**: Finally, Phase I includes construction of the SWRSP (see Section II.D.1.1, above). Construction of the SWRSP is optional. The decision to proceed or not proceed with construction of the
SWRSP will be made by the Applicant and the Riverside County Flood Control and Water Conservation District in conjunction with the approval of mass grading plans for the first phase of development.

- **Phase II:** Phase II includes the construction of several storm drain lines. In Phase II, most lines that were constructed in Phase I would be extended further upstream as described below:
  
  - **Storm Drain Line “B.”** This line will be constructed in its entirety in Phase II, from an Interstate 15 freeway culvert to its outlet into Coldwater Canyon Wash. The line collects off-site flows entering Planning Area 1. A detention basin also is needed in the southeastern portion of Planning Area 1 adjacent to Temescal Canyon Road.
  
  - **Storm Drain Line “D.”** Line “D” is an upstream extension from that part of the Line “D” storm drain constructed with Phase I. Phase II includes installation of the line from the southeast corner of Planning Area 6 to the intersection of Street “C” and Temescal Canyon Road.
  
  - **Storm Drain Line “G.”** Line “G” is an upstream extension from that part of Line “G” constructed with Phase I. During Phase II, Line “G” will be installed from the intersection of Street “D” and Temescal Canyon Road, through the mid-section of Planning Area 8 and tie to an Interstate 15 freeway culvert.
  
  - **Storm Drain Line “F.”** This line is an upstream extension from that part of Line G constructed with Phase I (the intersection of Street D and Temescal Canyon Road). Line “F” is aligned along the northerly boundary of Planning Area 8 and ties to an Interstate 15 freeway culvert.

- **Phase III:** Phase III includes the upstream extension of two storm drain lines.
  
  - **Storm Drain Line “C.”** Line “C” in Phase III is an extension from its terminus, constructed with Phase I, at the intersection of Street “A,” Street “B,” and Temescal Canyon Road. The line extension is aligned to run westerly along Street “B” to collect treated on-site flows from Planning Area 2.
  
  - **Storm Drain Line “E.”** This storm drain is an extension from its upstream terminus, constructed with Phase I, at the intersection of Street “A,” Street “B,” and Temescal Canyon Road. The Line “E” extension runs upstream along Street “B” and traverses through Planning Area 4 to tie to an Interstate 15 freeway culvert.

- **Phase IV:** Phase IV includes the upstream extension of one storm drain line.
  
  - **Storm Drain Line “D.”** In Phase IV, Line “D” is further extended from the intersection of Temescal Canyon Road and Street “C”, westerly along Street “B” to collect on-site runoff in Planning Areas 3 and 4.
PHASE V: Phase V includes the upstream extension of one storm drain line.

- Storm Drain Line “D.” In the last phase, Line “D” is extended once more, further upstream to its final terminus within Planning Area 4.

D.2 DRAINAGE PLAN DEVELOPMENT STANDARDS

1. Drainage, storm drain, and flood control facilities and improvements, including proposed flood control channels in Planning Areas 13 A, B, C, and D, shall be provided in accordance with Riverside County Flood Control and Water Conservation District requirements to provide protection from a 100-year storm event.

2. The flood control channels in Planning Areas 13A, B, C and D constructed during Phase I shall be improved with channel bank revetment and grade control structures constructed entirely of soil cement/grouted rock with some ungrouted rock scour protection at select locations.

3. A National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB) shall be obtained prior to the commencement of construction and post-development activities. The permits will require the Developer to implement source control and structural best management practices (BMPs) during and after construction activities. The County will be responsible for enforcing implementation of the BMPs.

4. This Specific Plan and its implementing activities shall comply with the Water Quality Control Plan of the Regional Water Quality Control Board, Santa Ana Region.

5. All drainage and storm drain facilities shall be maintained by the Riverside County Flood Control and Water Conservation District, County of Riverside Transportation Department, or a community service financing mechanism such as a Community Service Area (CSA) or a Community Service District (CSD). Maintenance responsibilities of the drainage and storm drain facilities shall be established prior to the issuance of a grading permit for each phase of development in the Specific Plan area.


7. No buildings or other structures shall be placed within the FEMA floodplain (Planning Area 12). Walls and fencing described in this Specific Plan are permitted adjacent to the boundary of the floodplain. A minimum 10-foot setback, which may include open space, water quality features, or parking areas, shall be situated in between the Open Space – Conservation area in Planning Area 12 and buildings in Planning Areas 5, 6, 7, 9, and 11.

8. Riverside County is responsible for the maintenance of the Coldwater Canyon Wash and Mayhew Wash flood control channels in Planning Areas 13A, B, C, and D. Routine maintenance checks shall be performed at regular intervals, as well as following significant storm events. Maintenance measures may include removal of sediment and debris accumulation from the channel invert; removal of large/wooden vegetation; reestablishment
of areas of significant degradation of the invert below the minimum design flowline; fill of local scour; repair of any damage to the bank revetment; removal of any vegetation growing within the revetment; periodic repair of any damage to the grade control structures and storm drain outlets; and maintenance of the service roads and fencing located adjacent to the flood control channels.
E. WATER AND SEWER PLANS

The SERRANO COMMERCE CENTER site lies within the general service area of Western Municipal Water District (WMWD). Lee Lake Water District (LLWD), the direct supplier of water to the site, is a wholesale customer of WMWD. LLWD also supplies wastewater collection and treatment for the site.

Precise alignments and sizing of water and sewer facilities will be determined at the plot plan, site plan, and final map stages of Specific Plan implementation. The location and size of facilities identified in this document may change, subject to the approval of Riverside County and the LLWD.

E.1 DOMESTIC WATER PLAN DESCRIPTION

LLWD will supply domestic water to the SERRANO COMMERCE CENTER. The site is located within LLWD’s 1320 High Water Level (HWL) pressure zone. This HWL zone is capable of serving parcels at a pad elevation of 1,150 feet above mean sea level (MSL) or lower, and all parcels within the Specific Plan are lower than 1,150 feet above MSL.

As shown in Figure 2-8, Conceptual Water Plan and Phasing Plan, an existing 20-inch water line is located beneath the rights-of-way of Old Temescal Canyon Road North and Old Temescal Canyon Road South. The SERRANO COMMERCE CENTER provides a 20-inch line beneath the realigned right-of-way of Temescal Canyon Road, which connects to the existing 20-inch lines beneath Old Temescal Canyon Road North/South. Other water lines internal to the Specific Plan site consist of backbone lines ranging in size from 14 to 20 inches in diameter, including 14-inch water lines beneath Streets “A,” “B,” “C,” “D,” and “E.” On-site water lines are looped into the major line within Temescal Canyon Road to ensure adequate volume and pressure throughout the SERRANO COMMERCE CENTER. A more detailed description of the domestic water plan is described in Section II.E.1.1, Domestic Water Services Phasing Plan.

The on-site water system also consists of fire, reclaimed, and domestic lines ranging from two to 18 inches in diameter that will tie into lines in the adjacent public streets. Design and inspection criteria are under the jurisdiction of LLWD, although fire flow rates and durations must meet the County of Riverside Fire Department requirements.

SERRANO COMMERCE CENTER will rely on the future construction of an approved, off-site, 6.0 million gallon (mg) water reservoir, Wild Rose Reservoir II (WRR II) for its necessary supply of domestic water. This reservoir will be a 190-foot-diameter, steel tank with a 30-foot high visual barrier located adjacent to the existing 2.8 mg Wild Rose Reservoir. The approved WRR II reservoir construction project also includes a 1.4-mile long, 14-inch diameter water pipeline connection between the new 6.0 mg reservoir and an existing tie-in located just west of I-15 at Brown Canyon Channel. If the WRR II Project is not yet constructed by LLWD or another party at the time it is needed to serve the SERRANO COMMERCE CENTER, the Specific Plan Applicant and/or Developers may construct or participate in the construction of WRR II improvements.
Conceptual Water Plan and Phasing Plan

LEGEND

- Existing Water Line
- Proposed Water Line - Phase I
- Proposed Water Line - Phase II
- Proposed Water Line - Phase III

E.1.1 **DOMESTIC WATER SERVICES PHASING PLAN**

A summary of the SERRANO COMMERCE CENTER water services phasing plan is described in detail below.

- **PHASE I:** Phase I includes the installation of a 20-inch water line beneath the Temescal Canyon Road right-of-way and beneath a portion of the existing Temescal Canyon Road South within the boundaries of the Specific Plan. This line connects to existing lines in Old Temescal Canyon Road North and Old Temescal Canyon Road South. Phase I also includes the installation of approximately 1,600 linear feet of 14-inch water lines beneath Streets “A”, “D” and “E.” Construction of the WRR II also is required for Phase I.

- **PHASE II:** Phase II consists of the installation of approximately 700 linear feet of 14-inch water line beneath Street “C.”

- **PHASE III:** Phase III consists of the installation of approximately 3,500 linear feet of 14-inch water line beneath Street “B.”

- **PHASES IV AND V:** No domestic water improvements are required during these phases.

E.2 **SEWERAGE PLAN DESCRIPTION**

As shown on Figure 2-9, *Conceptual Sewerage Plan and Phasing Plan*, an existing 15-inch sewer line is located beneath the right-of-way of Old Temescal Canyon Road North. The SERRANO COMMERCE CENTER provides 10-inch force main lines and 15-inch sewer lines beneath the right-of-way of Temescal Canyon Road. Connecting to these central lines are eight- and 15-inch sewer lines that are internal to Planning Areas 5 and 6 and situated beneath the rights-of-way for Streets “B,” “C,” “D,” and “E.”

Gravity directs wastewater flows in the northern portion of the commerce center, which are transported to the existing 15-inch sewer line beneath the Old Temescal Canyon North right-of-way. Flows from the southern portion of the commerce center are routed north by a 10-inch force main beneath the Temescal Canyon Road right-of-way and a lift station, which is located in Planning Area 9. Wastewater flows from the SERRANO COMMERCE CENTER are then transported to the LLWD Reclamation Facility, which is located on Temescal Canyon Road north of the commerce center.

E.2.1 **SEWERAGE SERVICES PHASING PLAN**

A summary of the SERRANO COMMERCE CENTER sewerage services phasing plan is described below.

- **PHASE I:** Phase I includes the installation of a 15-inch gravity main line beneath Temescal Canyon Road within the Specific Plan boundary. This 15-inch sewer main line connects to the existing 15-inch sewer line in Old Temescal Canyon Road North and extends approximately 1,800 linear feet south to roughly 1,000 feet north of Street “A.” From this point, the 15-inch sewer main line extends about 4,800 linear feet to the east and south along the northern and eastern edges of Planning Areas 5 and 6 to the southern boundary of Planning Area 6. The 15-inch main then extends to the west approximately 900 linear feet to
LEGEND

- Existing
- Force Main - Phase I
- Proposed Sewer Line - Phase I
- Proposed Sewer Line - Phase II
- Proposed Sewer Line - Phase III
- Pump Station


FIGURE 2-9

Conceptual Sewerage Plan and Phasing Plan
Temescal Canyon Road. This point also serves as the inlet point for a new 10-inch sewer force main line that also will be constructed as a part of this phase.

To serve Planning Areas 9, 10, and 11, an eight-inch sewer main line is required beneath Street “D,” Street “E,” and the portion of Temescal Canyon Road adjacent to Planning Area 9. This main line outlets into a lift station that is located at the southwest corner of Planning Area 9. The construction of the lift station also will occur during this phase.

- **Phase II:** No improvements are required during this phase.

- **Phase III:** Phase III consists of the installation of approximately 2,550 linear feet of eight-inch sewer main line beneath Temescal Canyon Road and beneath a portion of Street “B.”

- **Phase IV:** Phase IV consists of the installation of the remaining approximate 1,400 linear feet of the eight-inch sewer main line beneath Street “B.” This line connects to the 15-inch main line installed beneath Temescal Canyon Road.

- **Phase V:** No improvements are required during this phase.

**E.3 Water and Sewerage Plan Development Standards**

1. All water and sewer lines shall be placed underground. Water and sewer lines on bridges shall either hang underneath the bridges or be located beneath the bridge culverts.

2. All water and sewer lines shall be designed per the requirements of the County of Riverside, WMWD, and LLWD.

3. The water and sewer infrastructure system shall be installed to the requirements of the Riverside County Building and Safety Department and the Riverside County Environmental Health Department.

4. One copy of the water system plan shall be submitted to the County of Riverside Fire Department for review and approval. Plans shall conform to the applicable hydrant types, location, and spacing standards, and the system shall meet fire flow requirements. The required water system, including fire hydrants, shall be installed and accepted by LLWD, prior to any combustible building materials being placed on the site.

5. Estimates of the Specific Plan area’s reclaimed water demand and landscape/irrigation conceptual plans shall be prepared and submitted to the County of Riverside for review. At the time of the review and prior to the issuance of permits for infrastructure improvements, a determination shall be made regarding requirements for reclaimed water use and system improvements for the Serrano Commerce Center.
F. GRADING PLAN

F.1 GRADING PLAN DESCRIPTION

The SERRANO COMMERCE CENTER grading plan is tailored to the existing topography of the commerce center site, which is varied. The site ranges in elevation from approximately 950 feet above mean sea level (MSL) to approximately 1,212 feet above MSL, with a maximum elevation difference of approximately 262 feet.

The intent of the preliminary grading plan, as shown on Figure 2-10, Conceptual Grading Plan, is to produce buildable parcels by lowering the higher areas of the site to fill in the lower areas and achieve generally flat development pads for construction. The building pad areas will be graded to approximately 0.5% slope with circulation and parking areas graded to an average of 2% to 3% slope.

The natural drainage of the site is towards the Temescal Wash. The goals of the Conceptual Grading Plan are to provide stable areas for commerce center development, maintain or reduce current sedimentation rates, and mitigate flood hazards. Earthwork quantities estimated for the Specific Plan site consist of approximately eight million cubic yards of cut and eight million cubic yards of fill. No substantive import or export of earth materials is necessary.

Site grading will follow geotechnical recommendations and site inspection guidance, particularly as it relates to the removal and re-compaction of existing alluvial soils and bedrock. Additionally, any ripping, removal, or excavation activities occurring along adjacent structures, property lines, and suspected fault features will be accomplished under close geotechnical inspection.

Grading within any development phase (refer to Section II.B, Project Phasing) may encroach into an on-site area of a future development phase in order to achieve an earthwork balance. In this scenario, grading shall be performed in a manner consistent with the overall Conceptual Grading Plan and any grading plans for future development phases. As an example, it is anticipated that grading during Phase I will include any grading necessary to provide graded pads for Planning Areas 1 through 7, 9, and 11 and portions of Planning Area 10, as well as the excavation associated with the flood control channels located within Planning Areas 13A through 13D. Grading may be necessary beyond the boundaries of these planning areas and into planning areas of future phases to achieve earthwork balance or to transition to off-site, natural grades.

F.2 GRADING PLAN DEVELOPMENT STANDARDS

1. All grading activities shall conform to Riverside County standards, be in substantial conformance with Figure 2-10, Conceptual Grading Plan, and implement any grading-related mitigation measures identified in EIR No. 492 and associated geotechnical studies.

2. Prior to initial grading activities, a detailed soils report and geotechnical study shall be prepared to analyze on-site soil conditions and slope stability and will include appropriate measures to control erosion and dust during construction.
II. SPECIFIC PLAN

SERRANO COMMERCE CENTER

LEGEND

- GRADING CONTOURS
- TOPOGRAPHIC CONTOURS

Figure 2-10

Conceptual Grading Plan

Specific Plan No. 353

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Source: Proactive Engineering Consultants
3. Prior to the commencement of development within any planning area of this Specific Plan, an overall Grading Plan for the specific planning area shall be submitted for Planning Department approval. The Grading Plan for each planning area shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that planning area, and shall include: techniques employed to prevent erosion and sedimentation, as well as eliminate source pollutants during and after the grading process; approximate time frames for grading; identification of areas which may be graded during high probability rain months (January through March); and preliminary pad and roadway elevations. Grading work shall be balanced on-site whenever possible.

4. Grading work within the Specific Plan site shall conform as much as possible to the total estimated cut and fill quantities (eight million cubic yards each of cut and fill).

5. All public roads within the Specific Plan area shall have a gradient not to exceed 15%.

6. Riverside County Ordinance Nos. 348 and 460 shall be observed.

7. The tops of manufactured slopes higher than ten (10) feet shall be rounded with curves with radii designed in proportion to the total height of the slope, where drainage and stability permits such rounding.

8. The Developer applying for the implementing actions shall be responsible for maintenance of all planting and irrigation systems until such operations become the responsibilities of other parties, such as a master landscape maintenance district.

9. Manufactured slopes steeper than 2:1 or exceeding ten feet in vertical height are allowed provided they are recommended to be safe in a slope stability report prepared by a soils engineer or an engineering geologist. The slope stability report shall also contain recommendations for landscaping and erosion control. Riverside County Ordinance No. 457 will be observed regarding setback and landscaping requirements with respect to slopes.

10. Where cut and fill slopes are created higher than three feet, detailed landscaping and irrigation plans shall be submitted to the Planning Department prior to Grading Plan approval. Plans shall be reviewed for type and density of ground cover, shrubs, and trees.

11. Brow ditches, terrace drains, or other minor swales determined necessary by the County of Riverside shall be lined with natural erosion control materials or concrete.

12. Graded land that is undeveloped shall be maintained with a soil stabilizer or planted with interim landscaping within ninety days of completion of grading, unless building permits are obtained.

13. A grading permit shall be obtained from the County of Riverside, as required by the County Grading Ordinance, prior to grading.

14. Pursuant to requirements of the State Water Resources Control Board, a state-wide general National Pollution Discharge Elimination System (NPDES) construction permit shall be obtained prior to commencement of grading activities associated with the project.
Construction activities include cleaning, grading, or excavation that results in the disturbance of at least one acre of total land area.

15. Soil stabilizers shall be used to control dust as required by the SCAQMD Rule 403.

16. A Clean Water Act (CWA) Section 401 Water Quality Certification or Waiver from the Regional Water Quality Control Board (RWQCB) and a U.S. Army Corps of Engineers Section 404 Permit shall be obtained prior to the issuance of a grading permit for the site.
G. OPEN SPACE PLAN

G.1 OPEN SPACE PLAN DESCRIPTION

An important element of the SERRANO COMMERCE CENTER is the Open Space - Conservation area planned along the site’s eastern boundary (see Figure 2-11, Conceptual Open Space Plan). Pursuant to the Western Riverside County MSHCP, this portion of the commerce center property is designated as Open Space - Conservation in order to maintain Temescal Wash in its natural state, preserve habitats, facilitate species migration, and allow for groundwater recharge. Planning Area 12 consists of 48.77 acres and encompasses the northeastern, eastern, and southeastern boundary of the Specific Plan area. In addition, Planning Areas 13A, B, C, and D, which convey drainage through the site to the Temescal Wash, also serve as a part of the Specific Plan’s open space system.

Passive recreational opportunities, as previously depicted on Figure 2-6, Conceptual Non-Vehicular Circulation Plan, are provided to employees and visitors of the SERRANO COMMERCE CENTER through roadway-adjacent sidewalks and pedestrian paths. These amenities encourage pedestrian activity throughout the commerce center.

Lastly, to encourage social interaction, the commercial retail and light industrial building sites within the SERRANO COMMERCE CENTER will include outdoor employee break areas. These partially shaded outdoor employee break areas shall contain tables affixed to the ground to provide employees with a location to eat, gather, and enjoy being outside. Shading of these areas may be achieved through a combination of shade trees, umbrellas, or man-made shade structures. For more information, refer to Section IV.C.6.2, Outdoor Employee Break Areas.

G.2 OPEN SPACE AND RECREATION PLAN DEVELOPMENT STANDARDS

1. Planning Area 12 shall be mapped as a separate parcel and conveyed to the RCA.

2. Sidewalks and trails within the public right-of-way and pedestrian paths located outside of the public right-of-way will require approval by the County Planning Department to ensure continued maintenance through the establishment of a property owners’ association, landscape maintenance district, or similar mechanism.

3. The flood control channels in Planning Areas 13A, B, C, and D shall be improved with channel bank revetment and grade control structures constructed entirely of soil cement/grouted rock with some ungrouted rock scour protection at select locations.

4. Landscaping within open space areas is further governed by Section IV of this Specific Plan.

5. Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, Outdoor Employee Break Areas.
II. MAINTENANCE PLAN

A key component to the long-term aesthetic quality of the SERRANO COMMERCE CENTER is the effective operation of maintenance districts and associations. The County of Riverside shall be responsible for maintaining public roadways. Maintenance of common facilities may be divided among a Master Property Owners’ Association (POA) and/or similar maintenance mechanism. Final decisions regarding maintenance entities shall be made at a future stage of Specific Plan design review and in concert with appropriate agencies.

Anticipated maintenance elements and potential responsible parties are set forth on Table 2-4, Maintenance Plan Summary below. Also refer to Section VI, Implementation, Table 6-1, which contains more detail on the maintenance options for each major public facility within the SERRANO COMMERCE CENTER.

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>PROPERTY OWNERS’ ASSOCIATION</th>
<th>INDIVIDUAL LAND OWNERS OR BUILDING TENANTS</th>
<th>COUNTY</th>
<th>OTHER SERVICE ENTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Area 12 Open Space</td>
<td></td>
<td></td>
<td></td>
<td>✓(RCA)</td>
</tr>
<tr>
<td>Flood Control Channels</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Entry Monumentation (Signs)</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian Paths and Hardscape (outside of public right-of-way)</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Trail</td>
<td></td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Sewer/Water</td>
<td>✓</td>
<td></td>
<td>✓(LLWD)</td>
<td></td>
</tr>
<tr>
<td>Outdoor Employee Break Areas</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Storm Drains</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Street Lighting (Public)</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Driveways and Parking Lots (Private)</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Employee Break Areas (Private)</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Streets (Public)</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

As previously mentioned, a detailed description of the construction triggers, responsible party/parties for construction and maintenance, and financing mechanisms for infrastructure improvements is provided in Section VI.B.4, Construction Timing, Maintenance Responsibility, and Financing Mechanisms, and Table 6-1, Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix.
III. PLANNING AREA
DEVELOPMENT STANDARDS
III. PLANNING AREA DEVELOPMENT STANDARDS

Planning areas within the SERRANO COMMERCE CENTER SPECIFIC PLAN were formed on the basis of logical, separate units of development. Criteria considered in this process included the following: uniformity of use as it pertains to zoning, size to accommodate light industrial and commercial retail land uses, relationship to adjoining land uses, MSHCP Cell Criteria, General Plan roadway alignments, and relationship to surrounding topography.

The planning area graphics for this section (Figures 3-1 through 3-14) were derived from Figure 2-1, Land Use Plan. Although development may conform closely to some elements of the illustrative concepts provided in the Design Guidelines contained within Section IV, the actual building sizes and arrangements will not be determined until subsequent stages of planning. Table 3-1, Development Standards, sets forth minimum development standards for Commercial Retail and Light Industrial land uses within the SERRANO COMMERCE CENTER. Open Space – Conservation and Open Space – Water land uses are purposely omitted from this table because no buildings would be constructed in those areas.

A Specific Plan Zoning Ordinance has been prepared and is contained in Section V of this Specific Plan document. The zoning provisions within that ordinance establish use restrictions for each planning area. The zoning provisions must be used in conjunction with the development standards given in this Section III for each respective planning area. A summary of the land uses, maximum building intensities, and planning area sizes is provided in Table 2-1, Land Use Abstract.
TABLE 3-1 DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td>Designation</td>
<td>Commercial Retail</td>
</tr>
<tr>
<td>Planning Area(s)</td>
<td>1</td>
</tr>
<tr>
<td>Zoning and Permitted Uses</td>
<td>Per Serrano Commerce Center Specific Plan No. 353 Zoning Ordinance</td>
</tr>
<tr>
<td><strong>Dimensions</strong></td>
<td></td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>None</td>
</tr>
<tr>
<td>Minimum Average Lot Width</td>
<td>None</td>
</tr>
<tr>
<td>Permitted Floor-to-Area Ratio (F.A.R.$^2$)</td>
<td>0.20 to 0.35 F.A.R.</td>
</tr>
<tr>
<td><strong>Minimum Yard Requirements</strong></td>
<td></td>
</tr>
<tr>
<td>- Front</td>
<td>Buildings heights under 35': None</td>
</tr>
<tr>
<td></td>
<td>Buildings heights over 35': 2 feet for each foot the building height exceeds 35'</td>
</tr>
<tr>
<td>- Rear</td>
<td>Same as &quot;Front&quot;</td>
</tr>
<tr>
<td>- Side</td>
<td>Same as &quot;Front&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>- Additional Setbacks</td>
<td>N/A</td>
</tr>
</tbody>
</table>
## III. Development Standards

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Height</strong></td>
<td></td>
</tr>
<tr>
<td>- Main Structure</td>
<td>50'</td>
</tr>
<tr>
<td>- Roof-Mounted</td>
<td>All roof mounted mechanical equipment shall be screened from the ground elevation view from the adjacent public roadway.</td>
</tr>
<tr>
<td>- Outside Storage</td>
<td>If a non-screened outdoor general retail area is proposed, the exhibit area shall be identified on the plot plan and shall be set back a minimum of 10 feet from the street line.</td>
</tr>
<tr>
<td>- Landscaping</td>
<td>A minimum of 15% of the planning area shall be landscaped and automatically irrigated.</td>
</tr>
<tr>
<td>- Utilities</td>
<td>All new utilities shall be underground.</td>
</tr>
<tr>
<td>- Signage</td>
<td>Signage shall be in conformance to the Serrano Commerce Center Specific Plan Comprehensive Signage Program, as approved by the Riverside County Planning Department.</td>
</tr>
</tbody>
</table>

### Notes:

1. The Development Standards for Planning Area 2 are presented in a separate column than Planning Areas 2 – 11 because Planning Area 2 may contain both light industrial and service and commercial uses, as permitted by this Specific Plan Zoning Ordinance (Section V). To permit the development of service and commercial uses, there is no minimum lot size in Planning Area 2.

2. Exceptions to Maximum Height can be obtained up to 75 feet, pursuant to Section 18.34 of Riverside County Ordinance No. 348.

3. The minimum and maximum F.A.R. is established by the Riverside County General Plan. The overall maximum building square footage for the commerce center (6,773,144 s.f.) cannot be exceeded regardless of the F.A.R. achieved.

4. Specifically, products for sale on the premises may be displayed outdoors and unscreened. This is most appropriate for retail businesses such as home improvement stores, car lots, or manufacturing/assembly businesses that produce large items such as boats, RVs, or other similar goods. The outdoor storage of products is permitted in all planning areas, provided that the storage and display conforms with the Specific Plan’s zoning standards.
A. **PLANNING AREA 1: COMMERCIAL RETAIL**

A.1 **DESCRIPTIVE SUMMARY**

Planning Area 1, as shown on Figure 3-1, sets a target for 172,150 square feet of Commercial Retail building space to be developed on 17.45 acres. This planning area provides convenient retail and office services to the people who work and do business in the SERRANO COMMERCE CENTER, as well as commuters on I-15. Uses in this area correspond to those identified in the County’s General Plan Community Center Guidelines. Such uses include office and professional uses, local and regional retail, residential uses, civic uses, transit facilities, and supporting open spaces.

More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, and walls and fencing is provided below.

A.2 **LAND USE AND DEVELOPMENT STANDARDS**

- Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.
- Table 3-1, *Development Standards*, sets forth minimum site development standards for Commercial Retail land uses.

A.3 **PLANNING STANDARDS**

- Vehicular access to this planning area is provided via Temescal Canyon Road and Old Temescal Canyon Road North.
- A primary entrance monument treatment is provided in Planning Area 1 adjacent to Temescal Canyon Road and visible to southbound traveling vehicles, as shown in Figure 4-6, *Conceptual Primary Entry Monumentation - Northwest*.
- As shown in Figure 4-2, *Conceptual Temescal Canyon Road Streetscape*, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.
- As shown in Figure 4-2A, *Conceptual Old Temescal Canyon Road North/South Streetscape*, sidewalk and roadway landscape treatments are provided along Old Temescal Canyon Road North.
- An interface condition, as illustrated in Figure 4-11, *Conceptual Coldwater Canyon Wash Flood Control Channel Landscape Interface*, is provided surrounding the southern and eastern perimeter of Planning Area 1.
- An interface condition, as illustrated in Figure 4-13, *Conceptual I-15 Interface*, is provided along the majority of the western boundary of Planning Area 1.
- Walls and fencing are provided as illustrated in Figure 4-15, *Conceptual Wall and Fence Plan*, and Figure 4-16, *Conceptual Wall and Fence Details*.
Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, Conceptual Landscape Zones.

Refer to Section IV for specific Design Guidelines and related design criteria.

Refer to Section II for the following standards that apply site-wide: II.A: Land Use Plan; II.B: Project Phasing Plan; II.C: Circulation Plan; II.D: Drainage Plan; II.E: Water and Sewer Plans; II.F: Grading Plan; II.G: Open Space and Recreation Plan; and II.H: Maintenance Plan.

Refer to Table 6-1, Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
B. PLANNING AREA 2: LIGHT INDUSTRIAL

B.1 DESCRIPTIVE SUMMARY

Planning Area 2, as shown on Figure 3-2, sets a target for 622,540 square feet of Light Industrial building space to be developed on 39.37 acres. Planning Area 2 is expected to contain an emphasis on professional office uses, as permitted by the Specific Plan Zoning Ordinance (Section V). This planning area is an ideal location for professional office uses because of its location relative to the Commercial Retail land uses in Planning Area 1 and visibility from and proximity to I-15. To better accommodate professional office uses, there is no minimum lot size within this planning area.

More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, walls and fencing is provided below. As illustrated on Figure 3-2, fencing is located in the northwestern portion of the planning area, adjacent to the top of a manufactured slope.

B.2 LAND USE AND DEVELOPMENT STANDARDS

- Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.

- Table 3-1, Development Standards, sets forth minimum site development standards for the Light Industrial land uses in Planning Area 2.

B.3 PLANNING STANDARDS

- Vehicular access to this planning area is provided via Temescal Canyon Road and Street “B.”

- A secondary entrance monument treatment is provided at the intersection of Temescal Canyon Road and Streets “A” and “B”, as shown in Figure 4-7, Conceptual Secondary Entry Treatments.

- As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.

- As shown in Figure 4-3, Conceptual Industrial Collector Streetscape, and Figure 4-4, Conceptual Industrial Collector Streetscape with Manufactured Slope, sidewalk and roadway landscape treatments are provided along Street “B.”

- An interface condition, as illustrated in Figure 4-11, Conceptual Coldwater Canyon Wash Flood Control Channel Landscape Interface, is provided surrounding the northwestern perimeter of Planning Area 2.

- An interface condition, as illustrated in Figure 4-13, Conceptual I-15 Interface, is provided along the southwestern boundary of Planning Area 2.

- Walls and fencing are provided as illustrated in Figure 4-15, Conceptual Wall and Fence Plan, and Figure 4-16, Conceptual Wall and Fence Details.
Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, *Conceptual Landscape Zones*.

Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, *Outdoor Employee Break Areas*.

Refer to Section IV for specific Design Guidelines and related design criteria.

Refer to Section II for the following standards that apply site-wide: II.A: *Land Use Plan*; II.B: *Project Phasing Plan*; II.C: *Circulation Plan*; II.D: *Drainage Plan*; II.E: *Water and Sewer Plans*; II.F: *Grading Plan*; II.G: *Open Space and Recreation Plan*; and II.H: *Maintenance Plan*.

Refer to Table 6-1, *Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix*, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
Planning Area 2 - Commercial Office/Industrial Park
C. PLANNING AREA 3: LIGHT INDUSTRIAL

C.1 DESCRIPTIVE SUMMARY

Planning Area 3, as shown Figure 3-3, sets a target for 702,482 square feet of Light Industrial building space to be developed on 39.85 acres. More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, walls and fencing is provided below.

C.2 LAND USE AND DEVELOPMENT STANDARDS

☐ Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.

☐ Table 3-1, Development Standards, sets forth minimum site development standards for Light Industrial land uses in Planning Area 3.

C.3 PLANNING STANDARDS

☐ Vehicular access to this planning area is provided via Temescal Canyon Road and Street “B.”

☐ A secondary entrance monument treatment is provided at the intersection of Temescal Canyon Road and Streets “A” and “B” and at the intersection of Temescal Canyon Road and Streets “B” and “C,” as shown in Figure 4-7, Conceptual Secondary Entry Treatments.

☐ As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.

☐ As shown in Figure 4-3, Conceptual Industrial Collector Streetscape, and Figure 4-4, Conceptual Industrial Collector Streetscape with Manufactured Slope, sidewalk and roadway landscape treatments are provided along Street “B.”

☐ Walls and fencing are provided as illustrated in Figure 4-15, Conceptual Wall and Fence Plan, and Figure 4-16, Conceptual Wall and Fence Details.

☐ Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, Conceptual Landscape Zones.

☐ Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, Outdoor Employee Break Areas.

☐ Refer to Section IV for specific Design Guidelines and related design criteria.

☐ Refer to Section II for the following standards that apply site-wide: II.A: Land Use Plan; II.B: Project Phasing Plan; II.C: Circulation Plan; II.D: Drainage Plan; II.E: Water and Sewer Plans; II.F: Grading Plan; II.G: Open Space and Recreation Plan; and II.H: Maintenance Plan.
Refer to Table 6-1, *Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix*, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
D. PLANNING AREA 4: LIGHT INDUSTRIAL

D.1 DESCRIPTIVE SUMMARY

Planning Area 4, as shown on Figure 3-4, sets a target for 808,694 square feet of Light Industrial building space to be developed on 49.71 acres. More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, walls and fencing is provided below.

D.2 LAND USE AND DEVELOPMENT STANDARDS

☐ Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.

☐ Table 3-1, Development Standards, sets forth minimum site development standards for Light Industrial land uses in Planning Area 4.

D.3 PLANNING STANDARDS

☐ Vehicular access to this planning area is provided via Temescal Canyon Road and Street “B.”

☐ A secondary entrance monument treatment is provided at the intersection of Temescal Canyon Road and Streets “B” and “C”, as shown in Figure 4-7, Conceptual Secondary Entry Treatments.

☐ As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.

☐ As shown in Figure 4-3, Conceptual Industrial Collector Streetscape, and Figure 4-4, Conceptual Industrial Collector Streetscape with Manufactured Slope, sidewalk and roadway landscape treatments are provided along Street “B.”

☐ An interface condition, as illustrated in Figure 4-13, Conceptual I-15 Interface, is provided along the western boundary of Planning Area 4.

☐ Walls and fencing are provided as illustrated in Figure 4-16, Conceptual Wall and Fence Plan, and Figure 4-16, Conceptual Wall and Fence Details.

☐ Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, Conceptual Landscape Zones.

☐ Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, Outdoor Employee Break Areas.

☐ Refer to Section IV for specific Design Guidelines and related design criteria.

☐ Refer to Section II for the following standards that apply site-wide: II.A: Land Use Plan; II.B: Project Phasing Plan; II.C: Circulation Plan; II.D: Drainage Plan; II.E: Water and
Sewer Plans; II.F: Grading Plan; II.G: Open Space and Recreation Plan; and II.H: Maintenance Plan.

Refer to Table 6-1, *Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix*, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
E. **PLANNING AREA 5: LIGHT INDUSTRIAL**

E.1 **DESCRIPTIVE SUMMARY**

Planning Area 5, as shown on Figure 3-5, sets a target for 878,284 square feet of Light Industrial building space to be developed on 50.03 acres. More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, walls and fencing is provided below.

E.2 **LAND USE AND DEVELOPMENT STANDARDS**

- Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in *Section V* of this Specific Plan for a summary of permitted and prohibited uses.
- Table 3-1, *Development Standards*, sets forth minimum site development standards for Light Industrial land uses in Planning Area 5.

E.3 **PLANNING STANDARDS**

- Vehicular access to this planning area is provided via Temescal Canyon Road and Street “A.”
- A secondary entrance monument treatment is provided at the intersection of Temescal Canyon Road and Streets “A” and “B”, as shown in Figure 4-7, *Conceptual Secondary Entry Treatments*.
- As shown in Figure 4-2, *Conceptual Temescal Canyon Road Streetscape*, a sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.
- As shown in Figure 4-3, *Conceptual Industrial Collector Streetscape*, and Figure 4-4, *Conceptual Streetscape with Manufactured Slope*, sidewalk and roadway landscape treatments are provided along Street “A.”
- An interface condition, as illustrated in Figure 4-11, *Conceptual Coldwater Canyon Wash Flood Control Channel Landscape Interface*, is provided along a very small portion of the western boundary of Planning Area 5.
- An interface condition, as illustrated in Figure 4-12, *Conceptual Temescal Wash Interface*, is provided along the northern, northwestern, and eastern boundaries of Planning Area 5.
- A segment of the County’s regional trail system, as illustrated in Figure 4-18, *Conceptual Trails Plan*, and Figure 4-19, *Conceptual Trail Cross-Section*, is provided along the northern, northwestern, and eastern boundaries of Planning Area 5.
- Walls and fencing are provided as illustrated in Figure 4-15, *Conceptual Wall and Fence Plan*, and Figure 4-16, *Conceptual Wall and Fence Details*.
- Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, *Conceptual Landscape Zones*. 

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Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, *Outdoor Employee Break Areas*.

Refer to *Section IV* for specific Design Guidelines and related design criteria.

Refer to *Section II* for the following standards that apply site-wide: II.A: *Land Use Plan*; II.B: *Project Phasing Plan*; II.C: *Circulation Plan*; II.D: *Drainage Plan*; II.E: *Water and Sewer Plans*; II.F: *Grading Plan*; II.G: *Open Space and Recreation Plan*; and II.H: *Maintenance Plan*.

Refer to Table 6-1, *Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix*, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
Planning Area 5 - Industrial Park

FIGURE 3-5

KEY MAP

LEGEND
- Project Boundary
- Conceptual Primary Entry
- Monumentation - Northwest
  (See Figure 4-4)
- Conceptual Secondary Entry Treatment
  (See Figure 4-7)
- Conceptual Bridge Abutment Detail
  (See Figure 4-17)
- Tubular Steel Fencing
  (See Figures 4-15 and 4-16)
- Security Fencing
  (See Figures 4-15 and 4-16)
- Chain Link Fencing
  (See Figures 4-15 and 4-16)
- Conceptual Temescal Canyon Road Streetscape
  (See Figures 4-2 and 4-14)
- Conceptual Old Temescal Canyon Road
  North and South Streetscape
  (See Figure 4-24)
- Conceptual Industrial Collector Streetscape
  (See Figures 4-3 and 4-4)
- Conceptual Coldwater Canyon Wash Flood Control
  Channel Landscaping Interface
  (See Figure 4-11)
- Conceptual Temescal Wash Interface
  (See Figure 4-12)
- Conceptual I-15 Interface
  (See Figure 4-13)
- Regional Trail
  (See Figure 4-19)
- Regional Sidewalk Trail (Bridge Condition)
F. PLANNING AREA 6: LIGHT INDUSTRIAL

F.1 DESCRIPTIVE SUMMARY

Planning Area 6, as shown on Figure 3-6, sets a target for 1,250,890 square feet of Light Industrial building space to be developed on 71.90 acres. More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, walls and fencing is provided below.

F.2 LAND USE AND DEVELOPMENT STANDARDS

- Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.
- Table 3-1, Development Standards, sets forth minimum site development standards for Light Industrial land uses in Planning Area 6.

F.3 PLANNING STANDARDS

- Vehicular access to this planning area is provided via Temescal Canyon Road, Street “A,” and Street “C.”
- A secondary entrance monument treatment is provided at the intersection of Temescal Canyon Road and Streets “A” and “C”, as shown in Figure 4-7, Conceptual Secondary Entry Treatments.
- As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.
- As shown in Figure 4-3, Conceptual Industrial Collector Streetscape, and Figure 4-4, Conceptual Industrial Collector Streetscape with Manufactured Slope, sidewalk and roadway landscape treatments are provided along Street “A” and “C.”
- An interface condition, as illustrated in Figure 4-12, Conceptual Temescal Wash Interface, is provided along the eastern boundary of Planning Area 6.
- A segment of the County’s regional trail system, as illustrated in Figure 4-18, Conceptual Trails Plan, and Figure 4-19, Conceptual Trail Cross-Section, is provided along the eastern boundary of Planning Area 6.
- Walls and fencing are provided as illustrated in Figure 4-15, Conceptual Wall and Fence Plan, and Figure 4-16, Conceptual Wall and Fence Details.
- Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, Conceptual Landscape Zones.
- Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, Outdoor Employee Break Areas.
Refer to Section IV for specific Design Guidelines and related design criteria.

Refer to Section II for the following standards that apply site-wide: II.A: Land Use Plan; II.B: Project Phasing Plan; II.C: Circulation Plan; II.D: Drainage Plan; II.E: Water and Sewer Plans; II.F: Grading Plan; II.G: Open Space and Recreation Plan; and II.H: Maintenance Plan.

Refer to Table 6-1, Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
G. PLANNING AREA 7: LIGHT INDUSTRIAL

G.1 DESCRIPTIVE SUMMARY

Planning Area 7, as shown on Figure 3-7, sets a target for 570,148 square feet of Light Industrial building space to be developed on 32.14 acres. More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, and walls and fencing is provided below.

G.2 LAND USE AND DEVELOPMENT STANDARDS

- Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.
- Table 3-1, Development Standards, sets forth minimum site development standards for Light Industrial land uses in Planning Area 7.

G.3 PLANNING STANDARDS

- Vehicular access to this planning area is provided via Temescal Canyon Road and Street “C.”
- A secondary entrance monument treatment is provided at the intersection of Temescal Canyon Road and Streets “B” and “C,” as shown in Figure 4-7, Conceptual Secondary Entry Treatments.
- As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.
- As shown in Figure 4-3, Conceptual Industrial Collector Streetscape, and Figure 4-4, Conceptual Industrial Collector Streetscape with Manufactured Slope, sidewalk and roadway landscape treatments are provided along Street “C.”
- An interface condition, as illustrated in Figure 4-12, Conceptual Temescal Wash Interface, is provided along the northeastern boundary of Planning Area 7.
- An interface condition, as illustrated in Figure 4-14, Conceptual Temescal Canyon Road Interface, is provided along a portion of the western boundary of Planning Area 7.
- A segment of the County’s regional trail system, as illustrated in Figure 4-18, Conceptual Trails Plan, and Figure 4-19, Conceptual Trail Cross-Section, is provided along the eastern boundary of Planning Area 7.
- Walls and fencing are provided as illustrated in Figure 4-15, Conceptual Wall and Fence Plan, and Figure 4-16, Conceptual Wall and Fence Details.
- Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, Conceptual Landscape Zones.
Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, *Outdoor Employee Break Areas*.

Refer to *Section IV* for specific Design Guidelines and related design criteria.

Refer to *Section II* for the following standards that apply site-wide: II.A: *Land Use Plan*; II.B: *Project Phasing Plan*; II.C: *Circulation Plan*; II.D: *Drainage Plan*; II.E: *Water and Sewer Plans*; II.F: *Grading Plan*; II.G: *Open Space and Recreation Plan*; and II.H: *Maintenance Plan*.

Refer to Table 6-1, *Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix*, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
H. PLANNING AREA 8: LIGHT INDUSTRIAL

H.1 DESCRIPTIVE SUMMARY

Planning Area 8, as shown on Figure 3-8, sets a target for 519,596 square feet of Light Industrial land building space to be developed on 28.96 acres. More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, walls and fencing is provided below.

H.2 LAND USE AND DEVELOPMENT STANDARDS

☐ Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.

☐ Table 3-1, Development Standards, sets forth minimum site development standards for Light Industrial land uses in Planning Area 8.

H.3 PLANNING STANDARDS

☐ Vehicular access to this planning area is provided via Temescal Canyon Road and Street “E.”

☐ A secondary entrance monument treatment is provided at the intersection of Temescal Canyon Road and Streets “D” and “E,” as shown in Figure 4-7, Conceptual Secondary Entry Treatments.

☐ As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.

☐ As shown in Figure 4-3, Conceptual Industrial Collector Streetscape, and Figure 4-4, Conceptual Industrial Collector Streetscape with Manufactured Slope, sidewalk and roadway landscape treatments are provided along Street “E.”

☐ An interface condition, as illustrated in Figure 4-13, Conceptual I-15 Interface, is provided along the western boundary of Planning Area 8.

☐ Walls and fencing are provided as illustrated in Figure 4-15, Conceptual Wall and Fence Plan, and Figure 4-16, Conceptual Wall and Fence Details.

☐ Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, Conceptual Landscape Zones.

☐ Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, Outdoor Employee Break Areas.

☐ Refer to Section IV for specific Design Guidelines and related design criteria.

☐ Refer to Section II for the following standards that apply site-wide: II.A: Land Use Plan; II.B: Project Phasing Plan; II.C: Circulation Plan; II.D: Drainage Plan; II.E: Water and
Sewer Plans; II.F: Grading Plan; II.G: Open Space and Recreation Plan; and II.H: Maintenance Plan.

Refer to Table 6-1, *Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix*, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
SERRANO COMMERCE CENTER

III. DEVELOPMENT STANDARDS

PA 4  
Light Industrial  
49.71 AC

PA 7  
Light Industrial  
32.14 AC

PA 10  
Light Industrial  
12.79 AC

PA 12  
Open Space Conservation  
48.77 AC

PA 8  
Light Industrial  
28.96 AC

PA 9  
Light Industrial  
42.74 AC

PA 11  
Light Industrial  
4.56 AC

PA 13C  
Open Space - Water  
2.36 AC

PA 13D  
Open Space - Water  
3.74 AC

PA 13A  
Light Industrial  
49.71 AC

PA 11

LEGEND
- Project Boundary
- Conceptual Primary Entry Monumentation - Northwest (See Figure 4-4)
- Conceptual Secondary Entry Treatment (See Figure 4-7)
- Tubular Steel Fencing (See Figures 4-15 and 4-16)
- Security Fencing (See Figures 4-15 and 4-16)
- Wire Link Fencing (See Figures 4-15 and 4-16)
- Conceptual Temescal Canyon Road Streetscape (See Figures 4-2 and 4-6)
- Conceptual Old Temescal Canyon Road North and South Streetscape (See Figure 4-16)
- Conceptual Industrial Collector Streetscape (See Figures 4-3 and 4-6)
- Conceptual Mayhew Wash Flood Control Channel Landscaping Interface (See Figure 4-10)
- Conceptual Temescal Wash Interface (See Figure 4-12)
- Conceptual I-15 Interface (See Figure 4-13)
- Regional Trail (See Figure 4-19)
- Regional/Sidewalk Trail (Bridge Condition)

Figure 3-8
Planning Area 8 - Industrial Park

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I. PLANNING AREA 9: LIGHT INDUSTRIAL

I.1 DESCRIPTIVE SUMMARY

Planning Area 9, as shown on Figure 3-9, sets a target for 815,755 square feet of Light Industrial building space to be developed on 42.74 acres. More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, walls and fencing is provided below.

I.2 LAND USE AND DEVELOPMENT STANDARDS

- Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.
- Table 3-1, Development Standards, sets forth minimum site development standards for Light Industrial land uses in Planning Area 9.

I.3 PLANNING STANDARDS

- Vehicular access to this planning area is provided via Temescal Canyon Road and Street “D.”
- A primary entrance monument treatment is provided in Planning Area 9 adjacent to Temescal Canyon Road and visible to northbound traveling vehicles, as shown in Figure 4-5, Conceptual Primary Entry Monumentation - Southeast.
- A secondary entrance monument treatment is provided at the intersection of Temescal Canyon Road and Streets “D” and “E,” as shown in Figure 4-7, Conceptual Secondary Entry Treatments.
- As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.
- As shown in Figure 4-3, Conceptual Industrial Collector Streetscape, and Figure 4-4, Conceptual Industrial Collector Streetscape with Manufactured Slope, sidewalk and roadway landscape treatments are provided along Street “D.”
- An interface condition, as illustrated in Figure 4-10, Conceptual Mayhew Wash Flood Control Channel Landscape Interface, is provided along the southern boundary of Planning Area 9.
- An interface condition, as illustrated in Figure 4-12, Conceptual Temescal Wash Interface, is provided along the eastern boundary of Planning Area 9.
- An interface condition, as illustrated in Figure 4-14, Conceptual Temescal Canyon Road Interface, is provided along the western boundary of Planning Area 9.
A segment of the County’s regional trail system, as illustrated in Figure 4-18, *Conceptual Trails Plan*, and Figure 4-19, *Conceptual Trail Cross-Section*, is provided along the southern and eastern boundaries of Planning Area 9.

Walls and fencing are provided as illustrated in Figure 4-15, *Conceptual Wall and Fence Plan*, and Figure 4-16, *Conceptual Wall and Fence Details*.

Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, *Conceptual Landscape Zones*.

Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, *Outdoor Employee Break Areas*.

Refer to *Section IV* for specific Design Guidelines and related design criteria.

Refer to *Section II* for the following standards that apply site-wide: II.A: *Land Use Plan*; II.B: *Project Phasing Plan*; II.C: *Circulation Plan*; II.D: *Drainage Plan*; II.E: *Water and Sewer Plans*; II.F: *Grading Plan*; II.G: *Open Space and Recreation Plan*; and II.H: *Maintenance Plan*.

Refer to Table 6-1, *Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix*, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
J. PLANNING AREA 10: LIGHT INDUSTRIAL

J.1 DESCRIPTIVE SUMMARY

Planning Area 10, as shown on Figure 3-10, sets a target for 221,162 square feet of Light Industrial building space to be developed on 12.79 acres. More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, walls and fencing is provided below.

J.2 LAND USE AND DEVELOPMENT STANDARDS

☐ Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.

☐ Table 3-1, Development Standards, sets forth minimum site development standards for Light Industrial land uses in Planning Area 10.

J.3 PLANNING STANDARDS

☐ Vehicular access to this planning area is provided via Temescal Canyon Road and Street “E.”

☐ A secondary entrance monument treatment is provided at the intersection of Temescal Canyon Road and Streets “D” and “E”, as shown in Figure 4-7, Conceptual Secondary Entry Treatments.

☐ As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.

☐ As shown in Figure 4-3, Conceptual Industrial Collector Streetscape, and Figure 4-4, Conceptual Industrial Collector Streetscape with Manufactured Slope, sidewalk and roadway landscape treatments are provided along Street “E.”

☐ An interface condition, as illustrated in Figure 4-10, Conceptual Mayhew Wash Flood Control Channel Landscape Interface, is provided along the southern boundary of Planning Area 10.

☐ An interface condition, as illustrated in Figure 4-14, Conceptual Temescal Canyon Road Interface, is provided along a portion of the eastern boundary of Planning Area 10.

☐ Walls and fencing are provided as illustrated in Figure 4-15, Conceptual Wall and Fence Plan, and Figure 4-16, Conceptual Wall and Fence Details.

☐ Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, Conceptual Landscape Zones.

☐ Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, Outdoor Employee Break Areas.
Refer to Section IV for specific Design Guidelines and related design criteria.

Refer to Section II for the following standards that apply site-wide: II.A: Land Use Plan; II.B: Project Phasing Plan; II.C: Circulation Plan; II.D: Drainage Plan; II.E: Water and Sewer Plans; II.F: Grading Plan; II.G: Open Space and Recreation Plan; and II.H: Maintenance Plan.

Refer to Table 6-1, Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
K. PLANNING AREA 11: LIGHT INDUSTRIAL

K.1 DESCRIPTIVE SUMMARY

Planning Area 11, as shown on Figure 3-11, sets a target for 211,443 square feet of Light Industrial building space to be developed on 4.56 acres. More detailed information regarding vehicular and pedestrian access points, edge conditions, landscaping, monumentation, walls and fencing is provided below.

K.2 LAND USE AND DEVELOPMENT STANDARDS

☐ Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.

☐ Table 3-1, Development Standards, sets forth minimum site development standards for Light Industrial land uses in Planning Area 11.

K.3 PLANNING STANDARDS

☐ Vehicular access to this planning area is provided via Temescal Canyon Road and Old Temescal Canyon Road South.

☐ As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, sidewalk, trail, and roadway landscape treatments are provided along Temescal Canyon Road.

☐ As shown in Figure 4-2, Conceptual Old Temescal Canyon Road North/South Streetscape, sidewalk and roadway landscape treatments are provided along Old Temescal Canyon Road South.

☐ An interface condition, as illustrated in Figure 4-10, Conceptual Mayhew Wash Flood Control Channel Landscape Interface, is provided along the northern boundary of Planning Area 11.

☐ An interface condition, as illustrated in Figure 4-14, Conceptual Temescal Canyon Road Interface, is provided within Planning Area 11.

☐ Walls and fencing are provided as illustrated in Figure 4-15, Conceptual Wall and Fence Plan, and Figure 4-16, Conceptual Wall and Fence Details.

☐ Outdoor employee gathering areas shall be provided per the requirements set forth in Section IV.C.6.2, Outdoor Employee Break Areas.

☐ Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, Conceptual Landscape Zones.

☐ Refer to Section IV for specific Design Guidelines and related design criteria.
Refer to Section II for the following standards that apply site-wide: II.A: Land Use Plan; II.B: Project Phasing Plan; II.C: Circulation Plan; II.D: Drainage Plan; II.E: Water and Sewer Plans; II.F: Grading Plan; II.G: Open Space and Recreation Plan; and II.H: Maintenance Plan.

Refer to Table 6-1, Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
L. **PLANNING AREA 12: OPEN SPACE—CONSERVATION**

L.1 **DESCRIPTIVE SUMMARY**

Planning Area 12, as shown on Figure 3-12, provides for the conservation of 48.77 acres of Open Space adjacent to the Temescal Wash and its associated banks. It is intended that Planning Area 12 be conveyed to the RCA for inclusion in the MSHCP Reserve. More detailed information regarding edge conditions, landscaping, walls and fencing is provided below.

L.2 **LAND USE AND DEVELOPMENT STANDARDS**

- Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in *Section V* of this Specific Plan for a summary of permitted and prohibited uses.

L.3 **PLANNING STANDARDS**

- An interface condition, as illustrated in Figure 4-12, *Conceptual Temescal Wash Interface*, is provided along portions of the western and southeastern boundaries, where planning area interfaces with Planning Areas 5, 6, 7, and 9.

- Walls and fencing are provided as illustrated in Figure 4-15, *Conceptual Wall and Fence Plan*, and Figure 4-16, *Conceptual Wall and Fence Details*.

- Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, *Conceptual Landscape Zones*.

- Refer to *Section IV* for specific Design Guidelines and related design criteria.

- Refer to *Section II* for the following standards that apply site-wide: II.A: *Land Use Plan*; II.B: *Project Phasing Plan*; II.C: *Circulation Plan*; II.D: *Drainage Plan*; II.E: *Water and Sewer Plans*; II.F: *Grading Plan*; II.G: *Open Space and Recreation Plan*; and II.H: *Maintenance Plan*.
M. PLANNING AREA 13A THROUGH 13D: OPEN SPACE – WATER

M.1 DESCRIPTIVE SUMMARY

Planning Areas 13A and 13B, as shown on Figure 3-13, consist of 1.13 and 5.85 acres respectively and are known as the Coldwater Canyon Wash flood control channel. Planning Areas 13C and 13D, as shown on Figure 3-14, consist of 2.36 and 3.74 acres respectively and are known as the Mayhew Wash flood control channel. The Coldwater Canyon Wash and Mayhew Wash channels will serve as flood control channels to convey drainage to the Temescal Wash. These flood control channels will be improved with channel bank revetment and grade control structures constructed entirely of soil cement/grouted rock with some ungrouted rock scour protection at select locations.

More detailed information regarding edge conditions, landscaping, and walls and fencing is provided below.

M.2 LAND USE AND DEVELOPMENT STANDARDS

☐ Refer to Ordinance No. 348.4709 or refer to the Zoning Ordinance in Section V of this Specific Plan for a summary of permitted and prohibited uses.

M.3 PLANNING STANDARDS

☐ An interface condition, as illustrated in Figure 4-10, Conceptual Mayhew Wash Flood Control Channel Landscape Interface, is provided surrounding the perimeters of Planning Areas 13 C and 13D.

☐ An interface condition, as illustrated in Figure 4-11, Conceptual Coldwater Canyon Wash Flood Control Channel Landscape Interface, is provided surrounding the perimeters of Planning Areas 13A and 13B.

☐ Walls and fencing are provided as illustrated in Figure 4-15, Conceptual Wall and Fence Plan, and Figure 4-16, Conceptual Wall and Fence Details.

☐ A special condition, as illustrated in Figure 4-17, Bridge Abutment Detail, will be provided for the Planning Area 13A and 13B segments.

☐ Landscaping, based on relative levels of fire resistant planting, generally occurs as depicted in Figure 4-21, Conceptual Landscape Zones.

☐ Refer to Section IV for specific Design Guidelines and related design criteria.

☐ Refer to Section II for the following standards that apply site-wide: II.A: Land Use Plan; II.B: Project Phasing Plan; II.C: Circulation Plan; II.D: Drainage Plan; II.E: Water and Sewer Plans; II.F: Grading Plan; II.G: Open Space and Recreation Plan; and II.H: Maintenance Plan.

☐ Refer to Table 6-1, Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix, for information regarding the construction, maintenance, and financing of infrastructure improvements related to this planning area.
III. DEVELOPMENT STANDARDS

Planning Areas 13A & 13B - Flood Control Channel

FIGURE 3-13

KEY MAP

LEGEND
- Project Boundary
- Conceptual Primary Entry Monumentation - Northwest
  (See Figure 4-4)
- Conceptual Secondary Entry Treatment
  (See Figure 4-7)
- Conceptual Bridge Abutment Detail
  (See Figure 4-17)
- Vehicular Fencing
  (See Figures 4-15 and 4-16)
- Security Fencing
  (See Figures 4-15 and 4-16)
- Chain Link Fencing
  (See Figures 4-15 and 4-16)
- Conceptual Temescal Canyon Road Streetscape
  (See Figures 4-2 and 4-4)
- Conceptual Old Temescal Canyon Road North and South Streetscape
  (See Figure 4-24)
- Conceptual Industrial Collector Streetscape
  (See Figures 4-3 and 4-4)
- Conceptual Coldwater Canyon Wash Flood Control
  Channel Landscaping Interface
  (See Figure 4-11)
- Conceptual Coldwater Canyon Wash Flood Control
  Channel Interface
  (See Figure 4-12)
- Conceptual 15 Interface
  (See Figure 4-13)
- Regional Trail
  (See Figures 4-19)
- Regional/ Sidewalk Trail (Bridge Condition)
IV. DESIGN GUIDELINES
IV. DESIGN GUIDELINES

A. PURPOSE AND INTENT

The Design Guidelines presented in this Section establish standards for the quality and character of the built environment and intend to provide an aesthetically cohesive environment for the SERRANO COMMERCE CENTER. More specifically, the objectives of the Design Guidelines are:

- To provide the County of Riverside with assurance that the SERRANO COMMERCE CENTER will develop in accordance with the quality and character described within this Specific Plan.
- To provide guidance to developers, builders, engineers, architects, landscape architects, and other professionals in order to achieve and maintain the desired design quality.
- To provide guidance to County staff, the Planning Commission, and the Board of Supervisors in the review of future development projects in the Specific Plan area.
- To provide a framework for the formulation of Covenants, Conditions, and Restrictions (CC&Rs) in the Specific Plan area.
- To provide concise design guidelines for the various land uses and planning areas within the Specific Plan boundaries.
- To provide development guidelines that permit the SERRANO COMMERCE CENTER to develop its own theme and character while allowing it to respond to the nature of adjacent areas and the economic profile of Western Riverside County at the time of construction.
- To provide guidelines for energy efficiency that can be implemented in the site planning, design, and construction phases of the Specific Plan to minimize waste deposited at landfills, decrease energy use and fossil fuel consumption, and reduce domestic water consumption.
- To ensure that the Specific Plan is complementary to the overall intent of the Temescal Valley Design Guidelines (TVDG) (adopted by the Riverside County Board of Supervisors on March 20, 2007).

The Design Guidelines describe the thematic elements and the construction quality expected for the SERRANO COMMERCE CENTER. These guidelines may be subject to modification over time to allow for response to unanticipated conditions, such as changes in the marketplace, community needs technology advancements, and fluctuations in the economic environment.

B. INTRODUCTION

These Design Guidelines consist of two principle components: Landscape Design Guidelines and Architectural Design Guidelines. These components define the design concept, physical character, and overall theme of the SERRANO COMMERCE CENTER. Textual descriptions and graphic exhibits are used to convey the overall theme and atmosphere of the SERRANO COMMERCE CENTER.
The Landscape Design Guidelines present general landscaping requirements, including streetscape design, entry treatments, signage, edge conditions, walls and fencing, and lighting. Plant material guidelines provide direction regarding the use of plant materials that complement the overall theme and that generally have low water use requirements. The Landscape Design Guidelines also provide general requirements relating to irrigation and water conservation.

The Architectural Design Guidelines address commercial retail and light industrial building architecture and are intended to provide a basis for decisions regarding the structural environment. A high-quality commerce center is defined by the guidelines provided for site planning, architectural styles and details, building mass and scale, materials and exterior colors, and articulations.

Although the guidelines contained in this document are intended to allow flexibility, they have been crafted as standards that must be satisfied in order for the SERRANO COMMERCE CENTER to meet its intended goals. Future site plans and plot plans that will implement this Specific Plan will depict specified building footprints, parking lot layouts, internal circulation flow patterns, and landscaping, in substantial conformance to these Design Guidelines; however, the guidelines in this Section shall not be interpreted too strictly as to burden the Developers and their design professionals with the need to exactly replicate the exhibits or photographic examples included in these guidelines.

The Property Owners Association (POA) may form a Master Association Design Review Committee to review and approve landscaping and architecture plans to further ensure consistency with the intent of the SERRANO COMMERCE CENTER Design Guidelines and the high-quality aesthetic expectation for the commerce center. The Master Association Design Review process would function separately and independently from Riverside County’s plan review and permitting processes.

B.1 COMMERCE CENTER THEME

The Project’s “Commerce Center Theme,” implemented through these compatible Architectural and Landscape Design Guidelines, was derived from a careful analysis of the site’s environmental context, historical uses, and future status as a state-of-the-art commerce center in the Temescal Valley area of Riverside County.

The SERRANO COMMERCE CENTER is located in the Temescal Canyon Area Plan, which is known as the western gateway to Riverside County. This area encompasses many communities with vastly different qualities and land uses. The Temescal Canyon Area Plan is a mixture of agricultural, rural residential, commercial retail, commercial tourist, light industrial, business park, open space, and public facility land uses, among others. Additionally, several regionally significant landforms are located within the Temescal Canyon Area Plan, including the Santa Ana Mountains, Cleveland National Forest, the Santa Ana River, the Gavilan Hills, and the Temescal Wash, which is located adjacent to the SERRANO COMMERCE CENTER.

In short, the area surrounding the SERRANO COMMERCE CENTER contains a remarkable environmental setting with a rich variety of land uses. In consideration of these influences, the project’s “Commerce Center Theme” has been based on an urban California desert palette that reflects an appreciation for the surrounding natural landscape and acknowledges the region’s role as a gateway to rapidly urbanizing western Riverside County. Because the Commerce Center Theme integrates elements such as warm and natural earth-tone building colors, the color palette and patterns used in the Temescal Valley Design Guidelines community logo, and architectural styles that are consistent with
character of the surrounding area, the Commerce Center Theme is consistent with the Temescal Valley Design Guidelines. For more information, refer to Table 4-9, Project Consistency with Temescal Valley Design Guidelines.

C. LANDSCAPE GUIDELINES

In accordance with Riverside County Ordinance No. 859, the Landscape Design Guidelines establish general landscaping criteria for the SERRANO COMMERCE CENTER. These guidelines set landscape standards that will create a thematic identity for the SERRANO COMMERCE CENTER, while complementing the overall character of Temescal Canyon, as described in the Temescal Valley Design Guidelines. These Landscape Guidelines, when taken together with the companion Architectural Guidelines provided herein, establish a project identity that is contemporary and visually appealing, while evoking an overall sense of high-quality.

Although a great deal of specific design information is provided in these Landscape Design Guidelines, there will at times be a need for interpretation of the intent of the guidelines in keeping with the spirit of the “Commerce Center Theme.” When interpreting these guidelines to meet certain parcel-specific or user-identity requirements, opportunities for diversity and visual interest are encouraged. However, it is critical that such opportunities be implemented in manners consistent with the core elements of the overall theme described in this Specific Plan in order to ensure a cohesive and unified project-wide landscape concept.

C.1 LANDSCAPE DESIGN CONCEPT

In accordance with Riverside County Ordinance No. 859, the “Commerce Center Theme” is implemented through an urban California desert palette, which is focused on the use of earth-tone materials and colors, meandering drifts of shrubs, native grasses, and groves of trees. Solitary trees at uniform spacing along streetscapes will be avoided.

In order to ensure the conservation of water resources and to alleviate long-term maintenance concerns, plant materials shall be comprised of species native to or naturalized with the Southern California Inland communities. Water-efficient and drought-tolerant plant materials shall be placed throughout the commerce center, and ‘smart’ computer-controlled irrigation systems shall be used to reduce water use to the minimum level necessary. Turf shall be used in an appropriate, but limited, manner.

This overall concept will be implemented through major thematic elements listed here and discussed in more detail below:

- Streetscapes
- Community Entries
- Walls and Fencing
- Plant Palette
- Irrigation & Maintenance
- Resource Conservation
- Lighting

An overall landscaping plan for the SERRANO COMMERCE CENTER SPECIFIC PLAN is shown in Figure 4-1, Entry Intersection, Streetscape, and Landscape Interface Key Map. This exhibit will be referred to throughout these Landscape Design Guidelines.
SERRANO COMMERCE CENTER

IV. DESIGN GUIDELINES

Entry Intersection, Streetscape, and Landscape Interface Key Map

Source: Clark and Green

FIGURE 4-1

Entry Intersection, Streetscape, and Landscape Interface Key Map
Roadway streetscapes within the SERRANO COMMERCE CENTER are critical in enforcing a circulation hierarchy, creating a sense of place, and maintaining a high-quality community theme, as demonstrated on Figure 4-1, Entry Intersection, Streetscape, and Landscape Interface Key Map. This Specific Plan calls for the realignment of Temescal Canyon Road as a modified arterial highway through the SERRANO COMMERCE CENTER. Temescal Canyon Road will serve as a primary component of the area’s local circulation system and, as such, landscaping along this roadway should reflect a formal, regular pattern with tall theme trees. In addition, short segments of Old Temescal Canyon Road North and Old Temescal Canyon Road South lie within the Specific Plan boundary. The landscaping of these road segments is designed to match the landscape character of their existing off-site segments. Lastly, the five industrial collector roads (Streets “A,” “B,” “C,” “D,” and “E”) that will serve the commerce center feature streetscape landscaping that is less formal than the pattern established along Temescal Canyon Road.

Landscape treatments include elements such as landscaped medians, sidewalks, trails, and parkway trees to enhance the roadways. Streetscape descriptions are provided as follows:

**C.2.1 TEMESCAL CANYON ROAD STREETSCAPE – 128-FOOT ROW**

Temescal Canyon Road contains a maximum 38-foot-wide planted center median, a curb-adjacent six-foot-wide sidewalk on the east side of the roadway, and a five-foot-wide trail on the west side of the roadway that is separated from the curb by a landscaped parkway. The trail on the roadway’s west side shall be constructed of decomposed granite or polypaver, whichever is preferred by the County Service Agency at the time the first implementing project is approved that will result in construction of the Temescal Canyon Road trail. A portion of the trail width may extend outside of the public right-of-way. Both the sidewalk on the east side of the road and the trail on the west side of the road will abut landscaped areas separating the sidewalk and trail from adjacent development pads.

As shown in Figure 4-2, Conceptual Temescal Canyon Road Streetscape, the planted median and landscaped areas shall contain street trees and shrubs. Also, the landscaped parkway on the west side of the road (between the curb and the trail) will have the option of being developed with groundcover and a 48-inch high split rail fence, or a combination of informal shrub groupings and formal shrub plantings with no fence. Some segments of Temescal Canyon Road contain double or triple left-turn lanes within the 128-foot ROW. Where double or triple left-turn lanes occur, the center median will not be landscaped.

**C.2.2 OLD TEMESCAL CANYON ROAD NORTH/SOUTH STREETSCAPE – 128-FOOT ROW**

Old Temescal Canyon Road North and Old Temescal Canyon Road South shall contain a maximum 38-foot-wide planted center median. Curb-adjacent six-foot-wide sidewalks will occur along both sides of the roadway. The sidewalks will be separated from adjacent development pads by a landscaped area. As shown on Figure 4-2A, Conceptual Old Temescal Canyon Road North/South Streetscapes, the planted median and landscaped areas shall contain street trees and shrubs. Some segments of Old Temescal Canyon Road North and Old Temescal Canyon Road South contain double or triple left-turn lanes within the 128-foot ROW. Where double or triple left-turn lanes occur, the center median will not be landscaped.
IV. DESIGN GUIDELINES

Conceptual Temescal Canyon Road Streetscape

Source: Clark and Green

FIGURE 4-2

Conceptual Temescal Canyon Road Streetscape
Figure 4-2A
Conceptual Old Temescal Canyon Road
North and South Streetscapes

Source: Clark and Green

As shown in Figure 4-3, Conceptual Industrial Collector Streetscape, and Figure 4-4, Conceptual Industrial Collector Streetscape with Manufactured Slope, Industrial Collector roadways within the commerce center shall consist of a 78-foot right-of-way with a 12-foot-wide painted center median. The median will not be landscaped. Six-foot-wide, curb-adjacent sidewalks with five-foot-wide landscape areas are provided on each side and may include street trees and other plant materials.

C.3 ENTRY TREATMENTS

A three-tiered hierarchy of entry treatments has been created in order to identify arrival to the SERRANO COMMERCe CENTER, distinguish individual planning areas, and establish a sense of place consistent with the overall “Commerce Center Theme.” As demonstrated through the text and exhibits below, careful consideration has been given to the design of these entry treatments to ensure conformance to the Temescal Valley Design Guidelines. At the same time, the entry treatments have been designed to create a distinctive visual statement that emphasizes the SERRANO COMMERCe CENTER’s image as a high-quality, contemporary center.

The Primary, Secondary, and Tenant Entries examples illustrated within these design guidelines conceptually represent consistent interpretations of the project’s character and theme. Implemented entry treatments may be designed with enough flexibility to respond to physical contexts and the needs and desires of specific tenants, but all entry monuments should be consistent in theme and character. Consistency will be established through use of matching or complementary logos, type styles, and color schemes throughout the area being identified. The commerce center’s Master Association Design Review Committee may prepare a Master Sign Program based on the guidelines below and will review all proposed signs to ensure consistency with the intent of this Specific Plan.

C.3.1 PRIMARY ENTRY TREATMENT

As shown previously on Figure 4-1, Entry Intersection, Streetscape, and Landscape Interface Key Map, Primary Entries are located in Planning Area 1 along the west side of Temescal Canyon Road immediately north of Planning Area 13B, and in Planning Area 9 along the east side of Temescal Canyon Road, immediately north of Planning Area 13D.

As shown in Figure 4-5, Conceptual Primary Entry Monumentation – Southeast, and Figure 4-6, Conceptual Primary Entry Monumentation – Northwest, Primary Entries provide a relaxed but strong sense of arrival and identity by employing soft native grasses and groundcovers. Signage consists of a four-foot-wide, 12-foot-tall single concrete pilaster and 20-foot-long entry sign wall. Commensurate with the Temescal Valley Design Guidelines, this concrete pilaster and entry wall visually identify the commerce center as part of the Temescal Valley. The entry wall shall contain outlines of hills and valleys in varying shades of brown and tan, as depicted in the Temescal Valley Design Guidelines.

Although the conceptual Primary Entry exhibits provided herein bear the name “SERRANO COMMERCe CENTER,” a differing but theme-appropriate identity name may be used when the entry monuments are constructed. Notwithstanding this flexibility in project name, the intent of these guidelines is that the project hardscape elements be cast-in-place with colored-concrete and feature a random sand-blasted pattern and stains. Concrete colors should be earth-toned, and evergreen foliage trees, soft grasses, and flowering shrubs should surround the hardscape elements.
SERRANO COMMERCE CENTER

IV. DESIGN GUIDELINES

Figure 4-3
Conceptual Industrial Collector Streetscape

Source: Clark and Green
Serrano Commerce Center

IV. Design Guidelines

Figure 4-4
Conceptual Industrial Collector Streetscape with Manufactured Slope

Source: Clark and Green
IV. DESIGN GUIDELINES

Figure 4-5

Primary Entry Monumentation - Southeast

Source: Clark and Green

NOTE: NOT TO SCALE
IV. DESIGN GUIDELINES

SERRANO COMMERCE CENTER

FIGURE 4-6

Primary Entry Monumentation - Northwest

Source: Clark and Green
C.3.2 **SECONDARY ENTRY TREATMENT**

A second tier of entry treatments are planned at the intersection of Temescal Canyon Road and Streets “A” and “B,” Temescal Canyon Road and Streets “B” and “C,” and Temescal Canyon Road and Streets “D” and “E.” As depicted in Figure 4-7, *Conceptual Secondary Entry Treatments*, these entries consist of a combination of deciduous and evergreen trees, with flowering shrubs, groundcovers, and grasses. This landscaping highlights the intersection of the roadways and provides a welcoming approach deeper into the commerce center.

C.3.3 **TENANT ENTRY TREATMENTS**

Tenant Entries will serve to identify access points for individual tenants or groupings of tenants and separate community merchants within the SERRANO COMMERCE CENTER. As shown in Figure 4-8, *Conceptual Tenant Entry Monumentation*, these monuments consist of a colored-concrete column and a cast-in-place aluminum sign bearing the tenant(s) name(s). The design of the Tenant Entries is based on the *Temescal Valley Design Guidelines* and includes random sand-blasted pattern and stains and earth-toned colored-concrete. The Tenant Entries consists of landscaping palettes and planting patterns that are similar to the Primary and Secondary Entry treatments.

C.3.4 **INDIVIDUAL TENANT SIGNAGE AND LANDSCAPING**

Simple identification signage and individualized landscape theming is allowed for individual tenants. Permitted signage shall be permanent in nature (for example, no temporary, hand-crafted wall or window signs) and shall be subject to review and approval by the Master Association Design Review Committee for consistency with the Master Sign Program. The signage and landscape materials must be compatible and complementary to the overall landscape design theme and be consistent with County Ordinance No. 348, Article XIX.

C.3.5 **TENANT SITE DRIVES**

As shown in Figure 4-9, *Conceptual Tenant Site Entries*, entry drives are designed to harmonize with the adjacent street landscape frontages and overall commerce center theme. Typical single- and double-entry drive apron configurations may feature enhanced paving and a concrete driveway approach. Enhanced paving should be surrounded by a 12-inch minimum concrete decorative band. Additionally, a six-inch-high concrete curb is located adjacent to the driveway. Planted parkways and entries create a visually appealing entrance. Double-entry drives, unlike single, may feature an internal landscaped median and may contain signage or directional information.

Parking spaces may be situated perpendicular to the sidewalk and screened from view from the roadway by accent shrub masses and trees. A landscaped median, similar in nature to that allowed for double-entry drives, may be situated within the parking area and may contain signage or directional information. Other signage may be situated adjacent to the sidewalk.

All landscape plans shall implement site distance setback requirements established by the approved site plan or plot plan.
IV. DESIGN GUIDELINES

Source: Clark and Green

FIGURE 4-7

Conceptual Secondary Entry Treatments

Specific Plan No. 353

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IV. DESIGN GUIDELINES

Source: Clark and Green

Conceptual Tenant Entry Monumentation

Fig. 4-8

SERRANO COMMERCE CENTER

Specific Plan No. 353
TYPICAL ENTRY DRIVE APRON CONFIGURATION

TYPICAL DOUBLE ENTRY DRIVE

TYPICAL SINGLE ENTRY DRIVE

Source: Clark and Green

Figure 4-9

Conceptual Tenant Site Entries

Specific Plan No. 353

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C.4 LAND USE TRANSITIONS

Landscape interfaces within the SERRANO COMMERCE CENTER, as outlined below, are designed to provide visual space and landscape buffer zones along major roadways and between land use transitions and to create a visibly appealing atmosphere.

C.4.1 FLOOD CONTROL CHANNEL INTERFACE

The Mayhew Wash flood control channel is located within Planning Areas 13C and 13D and comprises a total of 6.10 acres. As depicted in Figure 4-10, Conceptual Mayhew Wash Flood Control Channel Landscape Interface, sloped planted channel sides are located adjacent to the channel bottom. Security fencing is situated between the channel and Planning Areas 9, 10 and 11 in order to restrict access. On the southern side of the flood control channel in Planning Area 13C is a community trail shared with the channel’s service road and on the northern side of the flood control channel is a Riverside County Flood Control and Water Conservation District service road not shared with a trail. A planted landscaped setback is situated between the parking lots in Planning Areas 9, 10 and 11 and the adjacent service road or service road/community trail.

The Coldwater Canyon Wash flood control channel is located within Planning Area 13A and 13B and comprises a total of 6.98 acres. This channel is adjacent to Planning Areas 1, 2, 5, and the open space in Planning Area 12. On the northern side of the flood control channel in Planning Area 13B is a community trail shared with the channel’s service road and on the southern side of the flood control channel is a Riverside County Flood Control and Water Conservation District service road not shared with a trail. As shown in Figure 4-11, Conceptual Coldwater Canyon Wash Flood Control Channel Landscape Interface, two conditions for the landscape interface between this channel and surrounding land uses are provided.

The first condition involves the portion of the Coldwater Canyon Wash flood control channel in Planning Area 13A, which is adjacent to Planning Areas 1 and 5. Where the channel abuts Planning Area 5, a security fence and a 15-foot-wide area for a Riverside County Flood Control and Water Conservation District service road is planned. A landscaped manufactured slope containing a segment of the County’s regional trail system separates the channel from Planning Area 5. Due to the proximity to Planning Area 12, landscape planting on this slope should be in accordance with the MSHCP guidelines. Where portions of the channel abut off-site land uses, a Riverside County Flood Control and Water Conservation District service road is planned.

The second condition involves the portion of the Coldwater Canyon Wash flood control channel in Planning Area 13B, which is adjacent to Planning Areas 1 and 2. A security fence and Riverside County Flood Control and Water Conservation District service road will occur on both sides of the channel. A community trail will share the service road on the channel’s north side adjacent to Planning Area 1. Between the channel and Planning Area 2 is a landscaped manufactured slope, with tubular steeling fencing at the top. A 15-foot setback will occur at the tope of the manufactured slope in Planning Area 2.
Conceptual Mayhew Wash Flood Control Channel Landscape Interface

**IV. DESIGN GUIDELINES**

**Source:** Clark and Green

**Figure 4-10**

- **PROPOSED INDUSTRIAL/COMMERCIAL DEVELOPMENT**
- **15'**
- **CHANNEL BOTTOM**
- **PLANTED CHANNEL SIDES**
- **CHANNEL SECURITY FENCING**
- **RCFC SERVICE ROAD/TRAİL**
- **PLANTED LANDSCAPE SETBACK MAINTAINED BY MASTER ASSOCIATION OR LANDSCAPE MAINTENANCE DISTRICT**
- **P.A.10**
- **P.A.11**

**NOTE:**
- CHAIN LINK FENCING MAY BE PERMITTED AS CHANNEL SECURITY FENCING IF SUCH FENCING IS IN ACCORDANCE WITH RIVERSIDE COUNTY FLOOD CONTROL REQUIREMENTS.

**Width May Vary**

- **15'**
- **15'**
- **12'**
- **12'**
C.4.2 TEMESCAL WASH INTERFACE

Temescal Canyon Wash is a permanent conservation open space area located within Planning Area 12 along the eastern and northeastern boundary of the SERRANO COMMERCE CENTER. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) identifies the area as habitat with restricted human access, and Planning Area 12 will be conveyed to the Western Riverside County Regional Conservation Authority (RCA) for permanent conservation as part of the MSHCP Reserve.

As shown in Figure 4-12, Conceptual Temescal Wash Interface, the landscape treatment adjacent to Planning Area 12 shall be considerate of the sensitive nature of this habitat. Invasive plant materials are restricted, and only approved native plant species shall be planted within the interface (refer to Section IV.C.8.1, Landscaping Zones Plant Palette). A chain link fence (five-foot minimum height, eight-foot maximum height) and a landscaped setback separates the adjacent light industrial land uses and Planning Area 12. On the down slope to the Temescal Wash is a 20-foot-wide regional trail easement with an adjacent four-foot-high split railfence. A minimum vertical separation of ten-feet should be provided between the top and bottom of the down slope, where feasible. A chain link fence with partial landscaping per County MSHCP landscape requirements will be set back approximately five feet from the boundary of the MSHCP Reserve boundary line.

C.4.3 INTERSTATE 15 INTERFACE

The western boundary of the SERRANO COMMERCE CENTER is located adjacent to I-15, which is considered a scenic corridor by the Riverside County General Plan. The landscape intent along this portion of the development is to soften views to the edge of the property from the I-15 travel lanes with large shrub and tree masses appropriate to the landscape design concept. This landscaping, which shall be located adjacent to the Caltrans right-of-way, should be drought tolerant and require a low level of maintenance.

As shown in Figure 4-13, Conceptual I-15 Interface, varying topography along the western boundary of the SERRANO COMMERCE CENTER necessitates two interface conditions. Where I-15 is topographically lower than the commerce center, as in Planning Area 2, the proposed landscaped interface treatment shall be situated on a down slope from the commerce center. Tubular steel fencing shall be located at the boundary of the commerce center. Additionally, a 15-foot-wide landscaped setback is situated between the fencing and light industrial land uses within the SERRANO COMMERCE CENTER.

Where I-15 is at a higher elevation than the commerce center, as in Planning Area 8, the existing Caltrans shoulder slopes downwards towards the SERRANO COMMERCE CENTER and is landscaped. The topography of these locations does not necessitate fencing; however, a 15-foot-wide landscaped setback shall be situated between the existing Caltrans right-of-way and the SERRANO COMMERCE CENTER.

C.4.4 TEMESCAL CANYON ROAD INTERFACE

Temescal Canyon Road bisects the SERRANO COMMERCE CENTER and provides primary north/south access through the site. Areas where there is no elevation difference (i.e. no slope) between the roadway and adjacent building pads, as in the case in portions of Planning Areas 7, 9, 10 and 11, will
IV. DESIGN GUIDELINES

Figure 4-12

Conceptual Temescal Wash Interface

Source: Clark and Green
require a landscaped berm between two and four feet in height along the lot line. This interface condition is conceptually depicted on Figure 4-14, *Conceptual Temescal Canyon Road Interface*. The berm shall be planted with trees and shrubs (refer to the plant palette for Temescal Canyon Road, see Section IV.C.8.3, *Streetscape Landscaping Plant Palette*, below). The intent of the landscaped berm is to create visual interest along the streetscape and to partially screen views of buildings and parking areas from passersby (pedestrians and motorists).

Where Temescal Canyon Road is separated from adjacent development pads by an upslope or downslope, the topography of these locations does not necessitate the use of landscape berms. Conceptual landscape treatments for areas that do not require landscape berms are depicted on Figure 4-2, *Conceptual Temescal Canyon Road Streetscape*.

**C.5 COMMUNITY WALLS AND FENCING**

Community fences and walls are a key element to establishing a sense of identity and unifying appearance for the SERRANO COMMERCE CENTER. Community walls and fences have been carefully designed to complement the urban California desert palette of the project. Walls and fencing within the SERRANO COMMERCE CENTER are easy to maintain and provide a durable, long-term edge enclosure for security and screening of "private" spaces. As shown in Figure 4-15, *Conceptual Wall and Fence Plan*, and Figure 4-16, *Conceptual Wall and Fence Details*, and as described below, five types of fencing are planned for the SERRANO COMMERCE CENTER:

- **Solid Masonry Theme Walls**: Solid masonry walls are permitted at locations where security screening is necessary for privacy and where a solid barrier is needed to attenuate noise. This type of wall also may be used to surround recycling, garbage and/or storage areas. When adjacent to or visible from common areas, a solid masonry slump block theme wall, mortar washed and painted, may be used.

  All other walls may be constructed of standard slump, colored precision, split face block, or concrete tilt-up, but must be consistent with the architectural and landscaping details presented throughout this Specific Plan. Pilasters are placed, when appropriate, at wall terminus points and as determined to be necessary for visual benefit. No other masonry walls are allowed unless it is part and/or a key component to the architectural element of the building. Masonry and concrete tilt-up walls are to be constructed at a maximum of 10-feet high. Higher walls may be constructed with approval of the Master Association Design Review Committee, but in no location highly visible from I-15.

- **Open Tubular Steel Fence**: Tubular steel fencing may be used at interface conditions for privacy, security, or to maximize views. This type of fencing buffers Planning Areas 2 and 4 from I-15 and also buffers the northern portion of Planning Area 2 from the Coldwater Canyon Wash flood control channel. It also may be used to separate tenants’ properties internal to the commerce center. Additionally, this type of fencing may be used where an attractive open enclosure is necessary at a pedestrian node or other land use interface. Tubular steel fencing is typically six-feet in height and contains both a top and bottom rail.

- **Tubular Steel/Solid Masonry Wall Combination**: Tubular steel/solid masonry wall combination fencing provides security while allowing for views. This fencing features an 18-
FIGURE 4-14

Conceptual Temescal Canyon Road Interface

Source: Clark and Green
IV. DESIGN GUIDELINES

NOTE:
-COLUMN LINK FENCING MAY BE PERMITTED AS SECURITY
-FENCING ALONG FLOOD CONTROL CHANNELS IF SUCH
FENCING IS IN ACCORDANCE WITH RIVERSIDE COUNTY
FLOOD CONTROL REQUIREMENTS.
-TUBULAR STEEL FENCING INSTALLED AND MAINTAINED BY
PROPERTY OWNER.
-TRAIL FENCE IS NOT REQUIRED ALONG ENTIRE LENGTH OF
TEMESCAL CANYON ROAD IF SUFFICIENT LANDSCAPING IS
PROVIDED FOR SEPARATION.

Source: Clark and Green
**Figure 4-16**

**Conceptual Wall and Fence Details**

- **Tubular Steel Over Solid Masonary Wall**
- **Open Tubular Steel Fence**
- **48" High Trail Fence**

*Tubular Steel Top & Bottom Rail*

*4" Block Cap May Vary*

*Steel Mounting Brackets*

*4" Block Cap May Vary*

*Low Block Wall Block May Vary*

*Solid Masonary Theme Wall*

*Block Wall Type, Color, and Material Shall be Consistent Across Entire Length of Wall.*

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Source: Clark and Green
inch minimum low block wall on the bottom and 42-inch tubular steel fencing on the top. Pilasters are placed, when appropriate, at wall terminus points and as determined to be necessary for visual benefit.

- **Chain Link Fence:** Chain link fencing is allowed adjacent to the Temescal Wash. This fencing features two-inch chain link mesh and galvanized horizontal posts at the top of the fence. Landscaping should partially screen the fencing from view. Vinyl slatted fencing is not permitted in areas where the fence is visible from the regional trail. Chain link fencing is also allowed to be used as security fencing along the flood control channels in Planning Areas 13A – 13D, in accordance with Riverside County Flood Control and Water Conservation District requirements. In lieu of security fencing, solid masonry walls, open tubular steel fencing, or tubular steel/solid masonry wall combination fencing may be used adjacent to the flood control channels.

- **Split Rail Fence:** A 48-inch high split rail fence with posts and rails is allowed adjacent to the west side of Temescal Canyon Road, as well as along the regional trail. Fence posts will be placed approximately eight-feet apart.

- **Bridge Abutment:** As shown in Figure 4-17, *Conceptual Bridge Abutment Detail*, a bridge is necessary in order for the Temescal Canyon Road to span the Coldwater Canyon Wash flood control channel. The crossing of the Mayhew Wash flood control channel may consist of a bridge or a culvert. The bridge(s) should complement the surrounding streetscape and nearby Primary Entry treatments and shall consist of a 20-foot, cast-in-place concrete bridge abutment. A railing shall extend from the bridge abutment and consist of a solid cast-in-place bottom with concrete railing along the top to allow for views. Concrete pilasters shall be situated approximately every 21 feet along the railing. A color stain shall be applied to the bridge where it is visible from the surrounding roadways and pedestrian sidewalks to create an aesthetically appealing appearance and complement the color scheme set forth in the Temescal Valley Design Guidelines. If Temescal Canyon Road is designed to consist of a culvert where the roadway passes over the Mayhew Wash, the bridge abutment will not occur at the location.

All fences and walls within the planning area parcels (all walls and fencing that are not adjacent to the perimeter property line of a planning area) are to be designed and constructed as part of the overall architectural and site design of the parcel. All materials are to be durable and finished in textures and colors complementary to the overall architectural design and the Temescal Valley Design Guidelines color scheme. Prohibited wall and fence materials include barbed wire, wire, electrically charged fences, plain exposed precision block, corrugated metal, and grape stake fencing.

### C.6 AMENITIES

One of the primary ways to convey the image of high-quality commerce center is to ensure the aesthetic appearance of common spaces. Common spaces within the SERRANO COMMERCE CENTER should be thoughtfully integrated into the architecture and landscaping components surrounding the space.
Conceptual Bridge Abutment Detail

NOTE: COLOR STAIN SHALL BE APPLIED TO BRIDGE TO CREATE AN AESTHETIC APPEARANCE THAT COMPLIMENTS THE COLOR SCHEME SET FORTH IN THE TEMESCAL VALLEY DESIGN GUIDELINES. COLOR TO BE APPLIED TO THE BRIDGE WHERE VISIBLE BY THE STREET ROADWAY.
C.6.1 TRAIL AND PATH SYSTEM

The SERRANO COMMERCE CENTER contains a trail/path system that will offer passive recreational opportunities and encourage pedestrian activity for tenants, employees, users, and visitors.

As shown in Figure 4-18, Conceptual Trails Plan, three types of paths are provided within the SERRANO COMMERCE CENTER. Sidewalks are located within the ROW of all major roadways, including Old Temescal Canyon Road North/South, Temescal Canyon Road and Streets “A” through “E.” Sidewalks adjacent to these roadways shall be a minimum of six feet in width. Also, it is anticipated that pedestrian paths will be provided within individual parcels and be connected as feasible without sacrificing the security needs of individual tenants. The sidewalk system is a unifying element in this development and offers users a recreational opportunity that is often absent in other large employment centers. The sidewalk system provides access to off-site County trails, park facilities, and other key points of interest that are abundant within the Temescal Valley area. Adjacent to the pedestrian paths are substantial landscape plantings that create an attractive and desirable setting.

Community trails are planned to be located adjacent to the flood control channels in Planning Areas 13B and 13C, shared with a Riverside County Flood Control and Water Conservation District service road. Where the trail would pass under the Temescal Canyon Road bridges, a minimum vertical clearance of 12.0 feet between the trail and the bridges is recommended. In addition, a five-foot-wide trail is planned along on-site portions of Temescal Canyon Road, along the western edge of the public right-of-way (as previously discussed above in Subsections C.2.1 and C.2.2).

The SERRANO COMMERCE CENTER also will provide for a segment of the County’s regional trail system. A regional trail connection is planned south of the commerce center site adjacent to Temescal Canyon Road, where a connection will be made. The trail will travel northerly through the Serrano Commerce Center along Temescal Canyon Road, composing ten feet in width. When Temescal Canyon Road takes the form of a bridge across the Coldwater Canyon Wash, the regional trail will combine with the sidewalk system, together being ten feet in width. After crossing the bridge, the regional trail will veer easterly and traverse in a bench constructed into the manufactured slope between the commerce center’s development area and the Temescal Canyon Wash, again connecting with Temescal Canyon Road at the Mayhew Wash crossing and continuing north along Temescal Canyon Road. As shown in Figure 4-19, Conceptual Regional Trail Cross-Sections, the regional trail will be a soft-surface trail, with buffer areas and a rail wood post fence to deter trail users from trespassing on adjacent property.

C.6.2 OUTDOOR EMPLOYEE BREAK AREAS

To encourage social interaction, the commercial retail and light industrial buildings within the SERRANO COMMERCE CENTER shall include outdoor employee break areas. These partially shaded outdoor employee break areas shall contain seating areas to provide employees with a location to eat, gather, and enjoy being outside. Shading of these areas may be achieved through a combination of shade trees, umbrellas, or man-made shade structures. These outdoor employee break areas shall be constructed by the individual Developers and builders in conjunction with parcel or planning area development. The following requirements apply to outdoor employee break areas within the commerce center: Outdoor employee break areas are considered an outdoor amenity and shall not be included in the Floor Area Ratio calculation for the associated building.
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Conceptual Regional Trail Cross-Sections

Source: Clark and Green
• The outdoor employee break areas shall contain a pervious surface, such as decomposed granite or decorative paving, and shall count towards the planning area’s landscape requirement.

• For each building having 300,000 s.f. of floor space or larger, outdoor employee break area(s) with a minimum aggregate size of 800 s.f. shall be provided for the exclusive use of that building.

• For buildings having less than 300,000 s.f. of floor space, one (1) of the following options may be selected:

  Outdoor employee break area(s) with a minimum aggregate size of 500 s.f. shall be provided for the exclusive use of that building.

  Access to a common outdoor employee break area, shared by several buildings, with a clearly defined pedestrian pathway between the building(s) and the break area shall be provided.

    ▪ The break area shall be no smaller than 0.25% of the total floor space of all buildings being served.
    ▪ The break area shall be located no further than 1,000 feet walking distance from the buildings being served.

C.7  GENERAL LANDSCAPING REQUIREMENTS

C.7.1  LANDSCAPE MAINTENANCE RESPONSIBILITY

As shown in Figure 4-20, Conceptual Landscape Maintenance Map, two maintenance groups are responsible for maintaining the SERRANO COMMERCE CENTER landscaping. Maintenance responsibility of streetscape landscape right-of-ways and common areas, parks, greenbelts, and other community common open space shall be provided by a Landscape Maintenance District or SERRANO COMMERCE CENTER Master Association maintenance district. All individual lot landscape will be maintained under a sub-association. Each lot shall be irrigated separately from the Master Association irrigation system.

C.7.2  OUTDOOR LIGHTING

All street and developments (sub-association areas) within the SERRANO COMMERCE CENTER will have a uniform lighting standard dictated by the Master Association Design Review Committee. All lighting fixtures within the SERRANO COMMERCE CENTER shall comply with the following regulations and provisions.

1. Lighting along Temescal Canyon Road and the internal collector streets may be dictated by the County of Riverside Transportation Department. All lighting shall adhere to the County of Riverside Light Pollution Ordinance No. 655.
Source: Clark and Green

Figure 4-20

SERRANO COMMERCE CENTER

IV. DESIGN GUIDELINES

LEGEND

MASTER ASSOCIATION

SUB-ASSOCIATION

Conceptual Landscape Maintenance Map
2. All outdoor lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas shall be focused, directed, and arranged to minimize glare and illumination of streets or adjoining property. Low intensity, energy-conserving night lighting is preferred.

3. Lights shall be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandal proof.

4. Neon and similar types of lighting are prohibited in all areas within the development. The only exception is in retail areas when located within windows.

5. All exterior lighting designs should develop a sense of hierarchy by varying fixtures and illumination levels. Proper lighting helps to define the organization of streets and plazas; and also distinguishes vehicular and pedestrian circulation patterns. Community entry areas (both pedestrian and vehicular), public plazas, community facilities, and highly used common areas shall be creatively lit to develop a sense of place and arrival.

6. All exterior lighting designs shall address the issue of security. Parking lots, loading dock areas, pedestrian walkways, and building entrances shall be well lit for security reasons.

7. All exterior lights should be shielded where feasible and focused to minimize spill light into the night sky or adjacent properties.

8. No freestanding lighting fixtures shall exceed 25 feet in height.

9. Service area lighting shall be contained within the service yard boundaries and enclosure walls.

10. The lighting concept of the entry monumentation features is to illuminate the sign graphics and to gently wash the walls and pilasters with light. Trees and other landscape features may be illuminated by concealed uplight fixtures. The angle of the uplight should be no more than 25 degrees.

11. All electrical meter pedestals and light switch/control equipment shall be located with minimum public visibility if possible or shall be screened with appropriate plant materials.

12. The level of on-site lighting and lighting fixture design shall comply with any and all applicable requirements and policies of the County of Riverside. Energy conservation, safety, and security should be emphasized when designing any light system.

13. All community landscape common areas, community facilities, commercial sites, streetscapes, and other areas may, at the discretion of the Master Association Design Review Committee, contain area, accent, or other night lighting entities.

C.7.3 Irrigation

The SERRANO COMMERCE CENTER is planned to be irrigated through the use of LLWD reclaimed water. Alternatively, the SERRANO COMMERCE CENTER may be irrigated through the Stormwater Recovery and Storage Program (SWRSP), a system that allows for the recovery, treatment, and
storage of stormwater runoff for irrigation and other uses. The SWRSP system is comprised of constructed underground stormwater storage reservoirs, which receive and retain treated on-site stormwater flows, beneath Planning Areas 5 and 6 (as previously illustrated in Figure 2-6). Use of this stored water for irrigation is subject to the approval of the Riverside County Flood Control and Water Conservation District.

Irrigation systems are designed according to the Riverside County Water Conservation Ordinance No. 859 and/or per landscape maintenance district requirements. All landscaped areas shall be watered with a permanent underground irrigation system, except for slopes. Slopes may have a permanent above-ground irrigation system; however, all irrigation lines within 5.0 feet of the toe of slope shall be buried. The irrigation system shall be designed for non-domestic water usage even if non-domestic service is not currently available at the site.

Overhead spray irrigation systems may be designed with head to head 100 percent double coverage at a minimum. Irrigation systems that adjoin a separate maintenance responsibility area shall be designed in a manner to ensure complete water coverage between the areas.

Proper consideration of irrigation system design and installation in the climate extremes of the Temescal Canyon area is critical to the success of the landscape investment. In particular, the combined summer elements of heat and wind must be carefully considered in proper irrigation design and equipment selection. In addition, irrigation controllers may have a minimum time setting of one minute and be capable of providing multiple repeat start times. All irrigation heads adjacent to walks, drives, curbs (car overhangs), and toe of slopes shall be of the pop-up type. Additionally, all irrigation systems may use drip and/or bubbler methods when appropriate. The use of moisture sensors and/or the state-of-the-art “smart” control irrigation systems may be incorporated when appropriate and feasible.

Irrigation backflow prevention devices and controllers shall be located with minimum public visibility or shall be screened with appropriate plant materials. An irrigation backflow device must be used with all domestic water service points-of-connection. Specifications for the backflow system shall be approved by Lee Lake Water District.

C.7.4 SIGNAGE

A Master Sign Program shall be developed for the SERRANO COMMERCE CENTER prior to the installation of the first sign. As previously described, signage is subject to review and approval by the Master Association Design Review Committee. Signage and associated landscape materials must be compatible and complementary to the overall landscape design theme.

C.8 PLANT PALETTES AND REQUIREMENTS

C.8.1 LANDSCAPING ZONES PLANT PALETTE

Landscaping throughout the SERRANO COMMERCE CENTER is organized into five Landscaping Zones, as shown in Figure 4-21, Conceptual Landscape Zones. These zones include a Conservation Zone, a Conservation Zone with Fire Resistant Plantings, Interior Zone, Perimeter Interface Zone, and MSHCP/Habitat Zone. Planting within these zones consider the land uses proposed within the
Conceptual Landscape Zones

Figure 4-21

Source: Clark and Green

LEGEND

CONSERVATION ZONE
CONSERVATION ZONE WITH FIRE RESISTANT PLANTING
MSHCP/HABITAT ZONE
INTERIOR ZONE
PERIMETER INTERFACE ZONE

SERRANO COMMERCE CENTER

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SPECIFIC PLAN NO. 353

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development, existing natural conditions, and planned landscape interfaces. If the plant palette for the SERRANO COMMERCE CENTER Specific Plan conflicts with County Ordinance No. 859, than Ordinance No. 859 shall take precedence over the recommendations contained herein.

**Conservation Zone:** This zone contains non-invasive, mostly native plant material suitable for planting adjacent to the flood control channels in Planning Areas 13A through 13D. The planting provides a smooth transition from the interior core of the development to the channels. Table 4-1, *Conservation Zone Plant Palette*, provides a summary of acceptable plant materials within this zone.

**Table 4-1  ** *Conservation Zone Plant Palette*

<table>
<thead>
<tr>
<th><strong>Scientific Name</strong></th>
<th><strong>Common Name</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Platanus racemosa</em></td>
<td>California sycamore</td>
</tr>
<tr>
<td><em>Populus fremontii</em></td>
<td>Fremont's Cottonwood</td>
</tr>
<tr>
<td><em>Quercus agrifolia</em></td>
<td>Coast live oak</td>
</tr>
<tr>
<td><em>Quercus englmannii</em></td>
<td>Englemann Oak</td>
</tr>
<tr>
<td><em>Salix sp</em></td>
<td>Elderberry</td>
</tr>
<tr>
<td><em>Sambucus mexicana</em></td>
<td>elderberry</td>
</tr>
<tr>
<td><strong>TREES</strong></td>
<td><strong>COMMON NAME</strong></td>
</tr>
<tr>
<td><em>Architostaphylos densiflora</em></td>
<td>‘Howard McMinn’</td>
</tr>
<tr>
<td><em>Baccharis spp.</em></td>
<td>Baccharis</td>
</tr>
<tr>
<td><em>Ceanothus concha</em></td>
<td>California lilac</td>
</tr>
<tr>
<td><em>Encelia farinosa</em></td>
<td>Desert encelia</td>
</tr>
<tr>
<td><em>Eriogonum fasciculatum</em></td>
<td>California Buckwheat</td>
</tr>
<tr>
<td><em>Heteromeles arbutifolia</em></td>
<td>Toyon</td>
</tr>
<tr>
<td><em>Juncus spp.</em></td>
<td>Deerweed</td>
</tr>
<tr>
<td><em>Lotus scoparius</em></td>
<td>Dove Lupine</td>
</tr>
<tr>
<td><em>Lupinus bicolor</em></td>
<td>Miniature Lupine</td>
</tr>
<tr>
<td><em>Lymus spp.</em></td>
<td><em><strong>LOCATION</strong></em></td>
</tr>
<tr>
<td><em>Opuntia spp.</em></td>
<td>Prickly Pear</td>
</tr>
<tr>
<td><em>Rhamnus crocea</em></td>
<td>Spiny Redberry</td>
</tr>
<tr>
<td><em>Rhus integrifolia</em></td>
<td>Lemonade Bush</td>
</tr>
<tr>
<td><em>Rhus ovata</em></td>
<td>Sugar Bush</td>
</tr>
<tr>
<td><em>Ribes speciosum</em></td>
<td>Fuchsia-flowered Gooseberry</td>
</tr>
<tr>
<td><em>Romneya coulteri</em></td>
<td>Matilija Poppy</td>
</tr>
<tr>
<td><em>Rhus integrifolia</em></td>
<td>Lemonadeberry</td>
</tr>
<tr>
<td><em>Scirpus spp.</em></td>
<td><em><strong>LOCATION</strong></em></td>
</tr>
<tr>
<td><strong>GROUNDCOVERS</strong></td>
<td><strong>LOCATION</strong></td>
</tr>
<tr>
<td><em>Acacia redolens 'desert carpet'</em></td>
<td>Dwarf trailing acacia</td>
</tr>
<tr>
<td><em>Arctostaphylos 'John Dourley'</em></td>
<td>Arctostaphylos</td>
</tr>
</tbody>
</table>
SERRANO SPECIFIC PLAN  IV. DESIGN GUIDELINES

- **Conservation Zone with Fire Resistant Planting**: This zone contains plant material known for its resistance to fire. This zone is located at the boundaries of Planning Areas 5, 6, 7, and 9 adjacent to Planning Area 12. Table 4-2, *Conservation Zone with Fire Resistant Planting Plant Palette*, provides a summary of acceptable plant materials within this zone.

Table 4-2  CONSERVATION ZONE WITH FIRE RESISTANT PLANTING PLANT PALETTE

<table>
<thead>
<tr>
<th>SCIENTIFIC NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONSERVATION ZONE WITH FIRE RESISTANT PLANTING</strong></td>
<td></td>
</tr>
<tr>
<td>TREES</td>
<td></td>
</tr>
<tr>
<td><em>Platanus racemosa</em></td>
<td>California sycamore</td>
</tr>
<tr>
<td><em>Quercus agrifolia</em></td>
<td>Coast live oak</td>
</tr>
<tr>
<td><em>Quercus englmannii</em></td>
<td>Englemann Oak</td>
</tr>
<tr>
<td><em>Sambucus mexicana</em></td>
<td>Elderberry</td>
</tr>
<tr>
<td><strong>SHRUBS</strong></td>
<td></td>
</tr>
<tr>
<td><em>Architostaphylos densiflora</em></td>
<td>Howard McMinn</td>
</tr>
<tr>
<td><em>Baccharis spp</em></td>
<td>Baccharis</td>
</tr>
<tr>
<td><em>Ceanothus concha</em></td>
<td>California lilac</td>
</tr>
<tr>
<td><em>Encelia farinosa</em></td>
<td>Desert encelia</td>
</tr>
<tr>
<td><em>Heteromeles arbutifolia</em></td>
<td>Toyon</td>
</tr>
<tr>
<td><em>Lotus scoparius</em></td>
<td>Deerweed</td>
</tr>
<tr>
<td><em>Lupinus bicolor</em></td>
<td>Dove Lupine</td>
</tr>
<tr>
<td><em>Optunia spp.</em></td>
<td>Prickly-Pear Cactus</td>
</tr>
<tr>
<td><em>Rhamnus crocea</em></td>
<td>Spiny Redberry</td>
</tr>
<tr>
<td><em>Rhus integrifolia</em></td>
<td>Lemonade Bush</td>
</tr>
<tr>
<td><em>Ribes speciosum</em></td>
<td>Fuchsia-flowered Gooseberry</td>
</tr>
<tr>
<td><em>Rhus integrifolia</em></td>
<td>Lemonadeberry</td>
</tr>
<tr>
<td><strong>GROUNDCOVERS</strong></td>
<td></td>
</tr>
<tr>
<td><em>Acacia redolens 'desert carpet'</em></td>
<td>Dwarf trailing acacia</td>
</tr>
<tr>
<td><em>Arctostaphylos 'John Dourley'</em></td>
<td>John Dourley manzanita</td>
</tr>
</tbody>
</table>

- **Interior Zone**: The Interior Zone is comprised of portions of Planning Area 2 through 10 and is the least restrictive of the plant zones. The zone allows for a variety of material and encourages a landscape palette with diversity and character. Table 4-3, *Interior Zone Planting Plant Palette*, provides a summary of acceptable plant materials within this zone. In the spirit of the Temescal Valley Design Guidelines, in addition to the plants listed below, citrus trees in clay pots are encouraged to be used as a decorative element in Planning Areas 1 and 2 where appropriate.
<table>
<thead>
<tr>
<th>SCIENTIFIC NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INTERIOR ZONE</strong></td>
<td></td>
</tr>
<tr>
<td><strong>TREES</strong></td>
<td></td>
</tr>
<tr>
<td>Acacia gregii</td>
<td>Cat Claw Acacia</td>
</tr>
<tr>
<td>Acacia stenophylla</td>
<td>Shoestring Acacia</td>
</tr>
<tr>
<td>Albizia julibrissin</td>
<td>Silk Tree</td>
</tr>
<tr>
<td>Arbutus unedo</td>
<td>Strawberry tree</td>
</tr>
<tr>
<td>Cercidium floridum</td>
<td>Palo Verde</td>
</tr>
<tr>
<td>Chamaerops humilis</td>
<td>Mediterranean Fan Palm</td>
</tr>
<tr>
<td>Chitalpa taskentensis</td>
<td>Chitalpa</td>
</tr>
<tr>
<td>Chilopsis linearis</td>
<td>Desert Willow</td>
</tr>
<tr>
<td>Eriobotrya ‘Copper Tone’</td>
<td>Bronze loquat</td>
</tr>
<tr>
<td>Eucalyptus nicholii</td>
<td>Willow Leaved Peppermint</td>
</tr>
<tr>
<td>Eucalyptus spathulata</td>
<td>Narrow Leaved Gimlet</td>
</tr>
<tr>
<td>Eucalyptus sideroxylon</td>
<td>Red Ironbark</td>
</tr>
<tr>
<td>Eucalyptus torquata</td>
<td>Coral Gum</td>
</tr>
<tr>
<td>Lagerstroemia spp.</td>
<td>Crepe Myrtle</td>
</tr>
<tr>
<td>Melaleuca armillaris</td>
<td>Drooping Melaleuca</td>
</tr>
<tr>
<td>Melaleuca linarifolia</td>
<td>Flaxleaf Paper Bark</td>
</tr>
<tr>
<td>Melaleuca nesophila</td>
<td>Pink melaleuca</td>
</tr>
<tr>
<td>Olea europaea (fruitless)</td>
<td>Fruitless olive tree</td>
</tr>
<tr>
<td>Phoenix dactylifera ‘Medjool’</td>
<td>Date palm</td>
</tr>
<tr>
<td>Pistacia chinensis</td>
<td>Chinese pistache</td>
</tr>
<tr>
<td>Platanus acerifolia</td>
<td>London plane tree</td>
</tr>
<tr>
<td>Prosopis juliflora</td>
<td>Mesquite</td>
</tr>
<tr>
<td>Prosopis grandulosa</td>
<td>Texas Mesquite</td>
</tr>
<tr>
<td>Punica granatum</td>
<td>Pomegranate</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast live oak</td>
</tr>
<tr>
<td>Quercus ilex</td>
<td>Holly oak</td>
</tr>
<tr>
<td>Rhamnus crocea</td>
<td>Spiny Redberry</td>
</tr>
<tr>
<td>Rhaphiolepis ‘Majestic Beauty’</td>
<td>Majestic Beauty</td>
</tr>
<tr>
<td>Rhus integrifolia</td>
<td>Lemonade Bush</td>
</tr>
<tr>
<td>Rhus lancea</td>
<td>African sumac</td>
</tr>
<tr>
<td>Schinus molle</td>
<td>California pepper</td>
</tr>
<tr>
<td><strong>SHRUBS</strong></td>
<td></td>
</tr>
<tr>
<td>Agave vilimoriniana</td>
<td>Octopus Agave</td>
</tr>
<tr>
<td>Agave ‘Blue Flame’</td>
<td>Blue Flame Agave</td>
</tr>
<tr>
<td>Agave parryii v. parryii</td>
<td>Parrys agave</td>
</tr>
<tr>
<td>Anigozanthus spp.</td>
<td>Kangaroo Paw</td>
</tr>
<tr>
<td>Arctostaphylos ‘Howard McMinn’</td>
<td>Manzanita</td>
</tr>
<tr>
<td>Baccharis spp.</td>
<td>Baccharis</td>
</tr>
<tr>
<td>Caesalpinia mexicana</td>
<td>Mexican Bird of Paradise</td>
</tr>
<tr>
<td>Ceanothus concha</td>
<td>California lilac</td>
</tr>
<tr>
<td>Cistus spp.</td>
<td>Rockrose</td>
</tr>
<tr>
<td>Feijoa sellowiana</td>
<td>Pineapple guava</td>
</tr>
</tbody>
</table>
### SCIENTIFIC NAME | COMMON NAME
--- | ---
*Festuca californica* | California fescue
*Fremontodendron ‘Ken Taylor’* | Flannelbush
*Grevillea ‘Canberra Gem’* | Wolly Grevillea
*Grevillea lanigera* | Wolly Grevillea
*Hesperaloe parviflora* | Red Yucca
*Hesperaloe parviflora* | Toyon
*Heuchera hybrida* | Coral bells
*Justicia californica* | Chuparosa
*Lavandula spp.* | Lavenders
*Ligustrum spp.* | Privet
*Muhlenbergia ‘Regal Mist’* | Regal Mist
*Nolina parryii* | Parry’s Nolina
*Optunia spp.* | Compact Fountain Grass
*Pennisetum ‘Eaton Canyon’* | New Zealand flax
*Phormium tenax* | Karo
*Pittosporum crassifolium* | Pittosporum
*Pittosporum tenuifolium* | Pittosporum
*Punica granatum ‘Nana Dwarf’* | Dwarf Pomegranite
*Prunus ilicifolia* | Hollyleaf cherry
*Psidium littorale* | Strawberry guava
*Pyracantha species* | Firethorn
*Raphiolepis spp.* | Indian Hawthorn
*Rhus integrifolia* | Lemonade Berry
*Simmondsia chinensis* | Jojoba

#### VINES
*Distictus buccinatoria* | Trumpet Vine
*Gelsemium sempervirens* | Carolina jasmine
*Grewia caffra* | Lavendar star flower vine
*Mac Fadyena unguis-cati* | Cat's claw vine
*Rosa banksias* | Lady Banks Rose

#### GROUNDCOVERS
*Acacia redolens 'desert carpet'* | Dwarf trailing acacia
*Arctostaphylos ‘John Dourley’* | John Dourley manzanita
*Cotoneaster dammerii* | 
*Grevillea ‘Australflora Fan Fare’* | 
*Raphiolepis ‘Ballerina’* | 

- **Perimeter Interface Zone:** The Perimeter Zone is located at the boundaries of Planning Areas 2, 3, 4, and 8 that are adjacent to I-15. This zone contains plant material known for resistance to pollutants and poor soil conditions. Like the other landscape plant zones within the SERRANO COMMERCE CENTER, the planting within this area provides excellent screening and landscape character to enhance the architecture of the development. Table 4-4, *Perimeter Interface Zone Plant Palette*, provides a summary of acceptable plant materials within this zone.
<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PERIMETER INTERFACE ZONE</strong></td>
<td></td>
</tr>
<tr>
<td><strong>TREES</strong></td>
<td></td>
</tr>
<tr>
<td>Albizia julibrissin</td>
<td>Silk Tree</td>
</tr>
<tr>
<td>Chilopsis linearis</td>
<td>Desert Willow</td>
</tr>
<tr>
<td>Eucalyptus nicholii</td>
<td>Willow Leaved Peppermint</td>
</tr>
<tr>
<td>Eucalyptus spathulata</td>
<td>Narrow Leaved Gimlet</td>
</tr>
<tr>
<td>Eucalyptus sideroxylon</td>
<td>Red Ironbark</td>
</tr>
<tr>
<td>Eucalyptus torquata</td>
<td>Coral Gum</td>
</tr>
<tr>
<td>Lagerstroemia spp.</td>
<td>Crape Myrtle</td>
</tr>
<tr>
<td>Melaleuca nesophila</td>
<td>Pink melaleuca</td>
</tr>
<tr>
<td>Platanus acerifolia</td>
<td>London plane tree</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast live oak</td>
</tr>
<tr>
<td>Quercus ilex</td>
<td>Holly oak</td>
</tr>
<tr>
<td>Rhus integrifolia</td>
<td>Lemonade Bush</td>
</tr>
<tr>
<td>Rhus lancea</td>
<td>African sumac</td>
</tr>
<tr>
<td>Schinus molle</td>
<td>California pepper</td>
</tr>
<tr>
<td><strong>SHRUBS</strong></td>
<td></td>
</tr>
<tr>
<td>Anigozanthus spp.</td>
<td>Kangaroo Paw</td>
</tr>
<tr>
<td>Arctostaphylos 'Howard Mc Minn'</td>
<td>Manzanita</td>
</tr>
<tr>
<td>Baccharis spp.</td>
<td>Baccharis</td>
</tr>
<tr>
<td>Caesalpinia mexicana</td>
<td>Mexican Bird of Paradise</td>
</tr>
<tr>
<td>Ceanothus concha</td>
<td>California lilac</td>
</tr>
<tr>
<td>Cistus spp.</td>
<td>Rockrose</td>
</tr>
<tr>
<td>Encelia farinosa</td>
<td>Desert encelia</td>
</tr>
<tr>
<td>Eriogonum fasciculatum</td>
<td>California Buckwheat</td>
</tr>
<tr>
<td>Fremontodendron ‘Ken Taylor’</td>
<td>Flannelbush</td>
</tr>
<tr>
<td>Heteromeles arbutifolia</td>
<td>Toyon</td>
</tr>
<tr>
<td>Hesperaloe parviflora</td>
<td>Red Yucca</td>
</tr>
<tr>
<td>Ligustrum spp.</td>
<td>Privet</td>
</tr>
<tr>
<td>Muhlenbergia 'Regal Mist'</td>
<td>Regal Mist Deer Grass</td>
</tr>
<tr>
<td>Optunia spp.</td>
<td></td>
</tr>
<tr>
<td>Pittosporum spp.</td>
<td></td>
</tr>
<tr>
<td>Prunus ilicifolia</td>
<td>Hollyleaf cherry</td>
</tr>
<tr>
<td>Pyracantha species</td>
<td>Firethorn</td>
</tr>
<tr>
<td>Punica granatum</td>
<td>Pomegranite</td>
</tr>
<tr>
<td>Rhaphiolepis spp.</td>
<td>Indian Hawthorn</td>
</tr>
<tr>
<td>Rhamnus californica</td>
<td>Coffee Berry</td>
</tr>
<tr>
<td>Rhus integrifolia</td>
<td>Lemonade Berry</td>
</tr>
<tr>
<td>Simmondsia chinensis</td>
<td>Jojoba</td>
</tr>
<tr>
<td><strong>VINES</strong></td>
<td></td>
</tr>
<tr>
<td>Distictus buccinatoria</td>
<td>Trumpet Vine</td>
</tr>
<tr>
<td>Grewia caffra</td>
<td>Lavendar star flower vine</td>
</tr>
<tr>
<td>Mac Fadyena unguis-cati</td>
<td>Cat's claw vine</td>
</tr>
</tbody>
</table>
**MSHCP/Habitat Zone:** Planning Area 12 comprises the MSHCP/Habitat Zone. Landscape planting within this zone is prohibited unless authorized by the County of Riverside or Riverside Conservation Authority and in accordance with the MSHCP guidelines.

### C.8.2 Landscaping Zone General Requirements

1. The landscape plans required for submission by the Developer to the County of Riverside must be prepared by a registered landscape architect with experience in Southern California.

2. Owners shall be responsible for construction of the landscape on their own site and for the construction of certain streetscape frontages. Certain sloping streetscape frontages, notably only those with slopes over 5.0 feet in height, will be installed and maintained by the Master Association.

3. Landscape elements within the front of a building or visible from the public right-of-way shall be complementary to streetscape landscape and chosen from the appropriate plant palette.

4. When development occurs 'out of phase' or after landscape has been installed by others, plant material sizes within the street parkway shall be upgraded to match existing plant material sizes (up to 48-inch box sizes may be required).

5. Evergreen tree masses shall be emphasized within each planning area so as to provide a year-round green landscape. Trees shall accent and/or break up building masses.

6. Each planning area shall develop a strong sense of arrival. The landscape plan for each parcel shall reinforce this concept by utilizing the entry/access tree(s) specified for the street onto the site along the entry drive.

7. All required trees are to be a minimum 15 gallon size when installed, unless otherwise noted. Eucalyptus species may be 5 gallon.

8. Street trees and accent trees at site entry(s) shall be planted at the minimum size of 24-inch box. On site accent trees at primary building entry(s) shall be planted at the minimum size of 24-inch box.

9. A continuous 5-foot-wide minimum planting strip shall be placed along all side and rear property lines except where buildings occur in a zero lot line condition. All planting strip dimensions are measured from the face of curb. Tree planting within this strip shall be at the ratio of five trees for every one thousand square feet of planting area.

10. Along the eastern edge of development, berms and/or evergreen tree masses shall be placed along the rear property lines of all parcels with east-facing parking lots and/or truck loading docks. The berms and/or evergreen trees shall serve to partially screen and visually soften commerce center’s vehicular use areas from residential uses located east of the **Serrano Commerce Center** site.
11. Screen walls, when fronting common area maintained property, shall be planted with vines. These vines shall be 5 gallon minimum size with a maximum spacing of 8 feet on center. *Macfadyen unguis-cati* (Cat Claw) or *Distictus buccinatoria* (Blood Red Trumpet Vine) are the preferred species. When a wall is designed to complement the building architecture, vines may be used at the discretion of the property developer.

12. All turf shall be sodded 100% 'Dwarf Tall Fescue'. Seeded planting of permanent turf areas is prohibited. Turf shall be used sparingly.

13. All permanent irrigation systems are to be below ground, except on slopes, and fully automatic. Slopes may have a permanent above-ground irrigation system; however, all irrigation lines within 5.0 feet of the toe of slope shall be buried. Use of water conserving systems including, but not limited to, drip irrigation and moisture sensors, etc. is strongly encouraged. Irrigation heads shall be adjusted to minimize overspray and run-off. All irrigation heads adjacent to paved areas, curbs, and turf shall be of the pop-up type. Irrigation system and design shall comply with the County of Riverside Ordinance No. 859.

14. Backflow control devices are to be located to minimize their adverse visual impact. In addition, such control devices shall be screened by shrubs.

15. Undeveloped sites, or portions of sites, held in reserve for future development need not be irrigated or fully landscaped. These areas shall be, at a minimum, seeded with a drought resistant mix to hold down weed growth and to minimize erosion. The use of temporary on-grade irrigation systems is permitted in these areas. All public right-of-ways and required setback areas must be landscaped in a 'permanent' manner within one year of the completion of construction of the public right-of-way.

16. Soil conditions vary within the SERRANO COMMERCE CENTER. Poor soil conditions should be expected and thus soil agronomy tests are a required part of the Step II preliminary landscape review conducted by Riverside County.

17. Landscape installation must be in place in accordance with the County of Riverside guidelines prior to final building permit inspection.

18. On-site landscape maintenance of all non-master association maintained areas is the responsibility of the sub-association. Such maintenance shall be consistently and conscientiously performed in a timely manner. Such maintenance procedures include, but are not limited to weeding, fertilizing, replacement of dead or poorly performing landscape material, mowing, pruning, upkeep of light fixtures, and general on-site trash removal. Properties not maintained to the standards of the community are subject to fines and remedial action by the Master Association.
C.8.3 Streetscape Landscaping Plant Palette

Landscaping adjacent to the major internal roadways shall complement the overall urban California desert palette established for the project. Acceptable plant materials vary according to the hierarchy of roadways within the development.

- **Temescal Canyon Road**: The streetscape for Temescal Canyon Road is as previously described in Figure 4-2. Table 4-5, *Temescal Canyon Road Plant Palette*, provides a summary of acceptable plant materials within this zone.

### Table 4-5 Temescal Canyon Road Plant Palette

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TREES</strong></td>
<td></td>
</tr>
<tr>
<td>Platanus racemosa</td>
<td>California sycamore</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast live oak</td>
</tr>
<tr>
<td><strong>SHRUBS</strong></td>
<td></td>
</tr>
<tr>
<td>Agave americana</td>
<td>Century Plant</td>
</tr>
<tr>
<td>Baccharis spp.</td>
<td>Baccharis</td>
</tr>
<tr>
<td>Ceanothus concha</td>
<td>California lilac</td>
</tr>
<tr>
<td>Cistus spp.</td>
<td>Rockrose</td>
</tr>
<tr>
<td>Festuca californica</td>
<td>California fescue</td>
</tr>
<tr>
<td>Hesperaloe parviflora</td>
<td>Red Yucca</td>
</tr>
<tr>
<td>Heteromeles arbutifolia</td>
<td>Toyon</td>
</tr>
<tr>
<td>Lantana montevidensis ‘Lavender Swirl’</td>
<td></td>
</tr>
<tr>
<td>Lantana 'New Gold'</td>
<td>Lantana</td>
</tr>
<tr>
<td>Lavandula spp.</td>
<td>Lavenders</td>
</tr>
<tr>
<td>Muhlenbergia ‘Regal Mist’</td>
<td>Regal Mist</td>
</tr>
<tr>
<td>Rhaphiolepis spp.</td>
<td>Indian Hawthorn</td>
</tr>
<tr>
<td>Rhamnus californica</td>
<td>Coffee Berry</td>
</tr>
<tr>
<td>Rhus integrifolia</td>
<td>Lemonade Berry</td>
</tr>
<tr>
<td><strong>VINES</strong></td>
<td></td>
</tr>
<tr>
<td>Mac Fadyena unguis-cati</td>
<td>Cat's claw vine</td>
</tr>
<tr>
<td>Rosa banksias</td>
<td>Lady Banks Rose</td>
</tr>
<tr>
<td><strong>GROUNDCOVERS</strong></td>
<td></td>
</tr>
<tr>
<td>Acacia redolens 'desert carpet'</td>
<td>Dwarf trailing acacia</td>
</tr>
<tr>
<td>Arctostaphylos 'John Dourley'</td>
<td>John Dourley manzanita</td>
</tr>
</tbody>
</table>
Old Temescal Canyon Road North/South: The streetscape for Old Temescal Canyon Road North/South is similar to that of Temescal Canyon Road. Table 4-6, *Old Temescal Canyon Road North/South Plant Palette*, provides a summary of acceptable plant materials within this zone.

<table>
<thead>
<tr>
<th><strong>OLD TEMESCAL CANYON ROAD NORTH/SOUTH</strong></th>
<th><strong>COMMON NAME</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TREES</strong></td>
<td></td>
</tr>
<tr>
<td>Pistacia chinensis</td>
<td>Chinese pistache</td>
</tr>
<tr>
<td>Platanus racemosa</td>
<td>California sycamore</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast live oak</td>
</tr>
<tr>
<td><strong>SHRUBS</strong></td>
<td></td>
</tr>
<tr>
<td>Agave americana</td>
<td>Century Plant</td>
</tr>
<tr>
<td>Baccharis spp.</td>
<td>Baccharis</td>
</tr>
<tr>
<td>Ceanothus concha</td>
<td>California lilac</td>
</tr>
<tr>
<td>Cistus spp.</td>
<td>Rockrose</td>
</tr>
<tr>
<td>Festuca californica</td>
<td>California fescue</td>
</tr>
<tr>
<td>Hesperaloe parviflora</td>
<td>Red Yucca</td>
</tr>
<tr>
<td>Heteromeles arbutifolia</td>
<td>Toyon</td>
</tr>
<tr>
<td>Lantana montevidensis ‘Lavender Swirl’</td>
<td>Century Plant</td>
</tr>
<tr>
<td>Lantana ‘New Gold’</td>
<td>Lantana</td>
</tr>
<tr>
<td>Lavandula spp.</td>
<td>Lavenders</td>
</tr>
<tr>
<td>Muhlenbergia ‘Regal Mist’</td>
<td>Regal Mist</td>
</tr>
<tr>
<td>Rhaphiolepis spp.</td>
<td>Indian Hawthorn</td>
</tr>
<tr>
<td>Rhamnus californica</td>
<td>Coffee Berry</td>
</tr>
<tr>
<td>Rhus integrifolia</td>
<td>Lemonade Berry</td>
</tr>
<tr>
<td><strong>GROUNDCOVERS</strong></td>
<td></td>
</tr>
<tr>
<td>Acacia redolens ‘desert carpet’</td>
<td>Dwarf trailing acacia</td>
</tr>
<tr>
<td>Arctostaphylos ‘John Dourley’</td>
<td>John Dourley manzanita</td>
</tr>
</tbody>
</table>
Streets “A,” “B,” “C,” “D,” and “E”: The streetscape for Streets “A” through “E” is as previously described in Figure 4-3. Table 4-5, Streets “A,” “B,” “C,” “D,” and “E” Plant Palette, provides a summary of acceptable plant materials within this zone.

Table 4-7  Streets “A,” “B,” “C,” “D,” and “E” Plant Palette

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STREETS “A,” “B,” “C,” “D,” AND “E”</strong></td>
<td></td>
</tr>
<tr>
<td><strong>TREES</strong></td>
<td></td>
</tr>
<tr>
<td>Lagerstroemia spp.</td>
<td>Crepe Myrtle</td>
</tr>
<tr>
<td>Phoenix dactylifera ‘Medjool’</td>
<td>Date palm</td>
</tr>
<tr>
<td>Quercus ilex</td>
<td>Cork Oak</td>
</tr>
<tr>
<td>Rhus lancea</td>
<td>African sumac</td>
</tr>
<tr>
<td>Schinus molle</td>
<td>California pepper</td>
</tr>
<tr>
<td><strong>SHRUBS</strong></td>
<td></td>
</tr>
<tr>
<td>Agave ‘Blue Flame’</td>
<td>Blue Flame Agave</td>
</tr>
<tr>
<td>Agave parryii v. parryii</td>
<td>Parrys agave</td>
</tr>
<tr>
<td>Baccharis spp.</td>
<td>Baccharis</td>
</tr>
<tr>
<td>Cistus spp.</td>
<td>Rockrose</td>
</tr>
<tr>
<td>Festuca californica</td>
<td>California fescue</td>
</tr>
<tr>
<td>Grevillea ‘Canberra Gem’</td>
<td></td>
</tr>
<tr>
<td>Grevillea lanigera</td>
<td>Wolly Grevillea</td>
</tr>
<tr>
<td>Hesperaloe parviflora</td>
<td>Red Yucca</td>
</tr>
<tr>
<td>Heteromeles arbutifolia</td>
<td>Toyon</td>
</tr>
<tr>
<td>Lantana montevidensis ‘Lavender Swirl’</td>
<td></td>
</tr>
<tr>
<td>Lantana ‘New Gold’</td>
<td>Lantana</td>
</tr>
<tr>
<td>Lavandula spp.</td>
<td>Lavenders</td>
</tr>
<tr>
<td>Muhlenbergia ‘Regal Mist’</td>
<td>Regal Mist</td>
</tr>
<tr>
<td>Pennisetum ‘Eaton Canyon’</td>
<td>Compact Fountain Grass</td>
</tr>
<tr>
<td>Phorium tenax</td>
<td>New Zealand flax</td>
</tr>
<tr>
<td>Pittosporum crassifolium</td>
<td>Pittsburgh</td>
</tr>
<tr>
<td><strong>GROUNDCOVERS</strong></td>
<td></td>
</tr>
<tr>
<td>Acacia redolens ‘desert carpet’</td>
<td>Dwarf trailing acacia</td>
</tr>
<tr>
<td>Arctostaphylos ‘John Dourley’</td>
<td>John Dourley manzanita</td>
</tr>
<tr>
<td>Mac Fadyena unguis-cati</td>
<td>Cat's claw vine</td>
</tr>
<tr>
<td>Rosa banksias</td>
<td>Lady Banks Rosa</td>
</tr>
<tr>
<td>Gelsemium sempervirens</td>
<td>Carolina jasmine</td>
</tr>
<tr>
<td>Grewia caffra</td>
<td>Lavender star flower vine</td>
</tr>
<tr>
<td>Pittosporum tenuifolium</td>
<td>Pittosporum</td>
</tr>
<tr>
<td>Punica granatum ‘Nana Dwarf’</td>
<td>Dwarf Pomegranite</td>
</tr>
<tr>
<td>Raphiolepis spp.</td>
<td>Indian Hawthorn</td>
</tr>
<tr>
<td>Gelsemium sempervirens</td>
<td>Carolina jasmine</td>
</tr>
</tbody>
</table>
C.8.4 STREETSCAPE LANDSCAPING GENERAL REQUIREMENTS

As shown in Figure 4-22, Conceptual Street Frontage Landscaping, where a tenant parcel is adjacent to a roadway, a landscaped parkway shall be provided. A 2-foot parking overhang and 15-foot landscaped parkway may be located adjacent to the parking area. Shrubs, groundcovers, and street trees may abut the curb-adjacent sidewalk. In addition, the following elements shall be considered:

1. The criteria for landscape frontages are most important in establishing a sense of character for the commerce center. Thus, the landscaping allowed in these areas is the most restrictive. In most cases, a parcel will only be required to install its local street frontage and on-site landscaping. Typically, but not always, collector street landscape frontages, due to slope conditions, will have been pre-installed by the master developer and/or Landscape Maintenance District.

2. Larger slope areas and slopes along major streets will be landscaped by the master developer and maintained by the Master Association. The configuration and extent of pre-installed and/or pre-existing landscape varies per parcel. It is the prospective owner’s responsibility to determine the extent and nature of landscape adjacent to the site in question.

3. Although a planning area’s internal landscape format is less restricted, a relationship should be developed between an individual planning area and the adjacent landscaping.

C.8.5 PARKING AREAS PLANT PALETTE

Parking areas are important in establishing and maintaining an overall theme of “Urban Desert California” due to their visual prominence. As shown in Figure 4-23, Conceptual Parking Island Planting, and Figure 4-24, Conceptual Parking Island with Bio-Swale, employee/visitor parking lots feature landscaped fingers at a minimum of every 9 stalls and alternating landscaped diamonds every 3 parking stalls. One 15-gallon minimum tree is required to be planted on every finger. Each island shall be a minimum width of 5 feet and shall be surrounded by a continuous concrete curb. All curbs shall be a minimum of 6-inches and shall feature a 12-inch concrete walk out, for a total of 18-inches for all planters next to parking spaces. This level of landscaping is not required in service area or truck yard parking lots and is limited to employee and visitor parking areas only.

The shading of employee/visitor parking spaces shall conform to the requirements set forth in Riverside County Ordinance No. 348, Section 18.12, with the projected shade canopy calculated after 15 years of growth.

Bio-swales may be situated between parking islands. They are planted with grasses and feature a 2-foot parking overhang. Bio-swales should typically be 6 feet in width. Where a bio-swale is adjacent to the street frontage, it should be placed within a 15-foot-wide landscaped parkway, which may contain evergreen trees and street trees (minimum size is 36-inches). Truck courts and loading areas shall also feature landscaping, but at a reduced amount to ensure the functionality of these areas is not hindered.

Table 4-8, Parking Area Plant Palette, provides a summary of acceptable plant materials within this area.
Figure 4-22

SERRANO COMMERCE CENTER

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Conceptual Street Frontage Landscaping

Source: Clark and Green

FIGURE 4-22

STREET FRONTAGE PLANTING (PLAN VIEW)

STREET FRONTAGE PLANTING (SECTION)

Source: Clark and Green

Conceptual Street Frontage Landscaping

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Figure 4-23

Source: Clark and Green

Conceptual Parking Island Planting
BIO-SWALE BETWEEN PARKING ISLANDS

Source: Clark and Green

BIO-SWALE ALONG STREET FRONTAGE

Conceptual Parking Island with Bio-Swale
### Table 4-8  PARKING AREAS PLANT PALETTE

<table>
<thead>
<tr>
<th>SCIENTIFIC NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PARKING AREAS</strong></td>
<td></td>
</tr>
<tr>
<td>Lagerstroemia spp.</td>
<td>Crape Myrtle</td>
</tr>
<tr>
<td>Melaleuca linarifolia</td>
<td>Flaxleaf Paperbark</td>
</tr>
<tr>
<td>Olea europaea (fruitless)</td>
<td>Fruitless olive tree</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
</tr>
<tr>
<td>Quercus ilex</td>
<td>Holly Oak</td>
</tr>
<tr>
<td>Platanus acerifolia</td>
<td>London plane tree</td>
</tr>
<tr>
<td>Rhus lancea</td>
<td>African Sumac</td>
</tr>
</tbody>
</table>

### C.8.6 PARKING AREAS GENERAL REQUIREMENTS

1. Employee and visitor parking lots shall feature landscaped fingers at a minimum of every 9 stalls and alternating landscaped diamonds every 3 parking stalls. One 15-gallon minimum tree is required to be planted on every finger. Each island shall be a minimum width of 5 feet and shall be surrounded by a continuous concrete curb. All curbs shall be a minimum of 6-inches and shall feature a 12-inch concrete walk out, a total of 18-inches for all planters next to parking spaces. This level of landscaping is not required in service area or truck yard parking lots and is limited to employee and visitor parking areas only.

2. Bioswales may be used in parking and/or service areas as a means to filter on-site run-off water. It is anticipated that these facilities will be accommodated for in visitor/employee parking and service and truck court landscape areas.

3. Views of truck courts and service areas shall be minimized or screened by dense landscape and/or architectural barriers. Service areas shall be located so that service vehicles have a clear and convenient access. Truck courts and loading areas shall also feature landscaping, but at a reduced amount to ensure that the functionality of these areas is not hindered. Landscaping in service areas should not disrupt vehicular and pedestrian circulation or create ‘blind spots’ for vehicular traffic.

4. The shading of employee/visitor parking spaces shall conform to the requirements set forth in Riverside County Ordinance No. 348, Section 18.12, with the projected shade canopy calculated after 15 years of growth.

5. There shall be a minimum 7-foot side planting area between building and parking (includes 2-foot overhang) and between a building and any drive aisle.

6. Parking areas shall be screened from street frontage by evergreen shrub masses and/or berms. This screening shall be at a minimum 3.5 feet high and at a maximum no higher than 5 feet.

7. Parking lot landscaping shall be designed and located so as to discourage pedestrians from having to cross any landscaped areas to reach building entrances.

8. Trees within 5.0 feet of curbs, paving, or structures shall receive root barriers.
C.9 PLANT MATERIAL GUIDELINES

The following section details specific requirements for all plant material within the SERRANO COMMERCE CENTER, including planting requirements, planting time, soil testing, topography restrictions, water-conserving methods, and invasive species.

C.9.1 GENERAL PLANTING REQUIREMENTS

1. All areas required to be landscaped shall be planted with turf, groundcover, shrub, or tree materials selected from the plant palette contained in these Landscape Design Guidelines.

2. The owners of parcels which require landscape development shall consider any existing common landscape areas adjoining their property. Where feasible, landscape development shall reinforce or be compatible with such existing common area setting.

3. Cut slopes equal to or greater than three (3.0) feet in vertical height and fill slopes equal to or greater than three (3.0) feet in vertical height shall be planted with a ground cover to protect the slope from erosion and instability. Slopes exceeding 15.0 feet in vertical height shall be hand planted with shrubs and trees. The plants selected and planting methods shall be suitable for the soil and climatic conditions.

4. All planting shall conform to requirements of the County’s Building and Safety Department and County of Riverside Ordinance No. 859 regarding standards for erosion control methods for slopes and other landscaped areas.

5. All street or parkway trees shall be planted in the following locations:
   - 10.0 feet from all water and sewer lines.
   - 5.0 feet from all flat hardscape (sidewalks, curbs, vaults, etc.) except as otherwise approved by Riverside County.
   - 15.0 feet from all drive approaches.
   - 25.0 feet from all street intersection curb returns.

C.9.2 PLANTING TIME

Plant material palettes for the SERRANO COMMERCE CENTER contained within these Landscape Design Guidelines are compatible with the climatic setting of the area. However, the use of some of these recommended plant materials may not be appropriate in all cases, depending on the plants’ location, exposure, and relationship to other influential factors.

Due to the climate extremes of the site, the installation of plant materials during the coldest winter months (December through March) and the hottest summer/fall months (July through September) can be difficult. Container plant materials not acclimated to the area can easily suffer from damage or sun/heat exposure resulting in partial or entire foliage loss, even through such materials are perfectly suited to the temperature ranges once established. If planting must be done during these periods, plant establishment may be difficult and required extra care and attention.
C.9.3 HORTICULTURAL SOILS TEST REQUIREMENTS

Soil characteristics within the development may vary. The owners of parcels that require landscape development shall procure a horticultural soils report in order to determine proper planting and maintenance requirements for proposed plant materials. A soils test shall be performed by a qualified agricultural laboratory and shall include a soil fertility and agricultural suitability analysis with pre-planting and post-planting recommendations.

C.9.4 TOPOGRAPHY

The Temescal Valley lies between the Cleveland National Forest and the Gavilan Hills. There may be extreme cold conditions occurring during winter months. Cold weather conditions within the commerce center are affected by the development patterns of the project and are difficult to predict in advance. Therefore, certain areas may be topographically ill-suited for certain plant materials. Therefore, adjustments may need to be made if plant materials become unhealthy or die throughout the life span of the development.

C.9.5 DROUGHT TOLERANCE/WATER CONSERVING PLANT MATERIAL

There are degrees of drought tolerance for plants. Certain plants are capable of withstanding a lack of water for a greater period of time than others. Other plants may thrive on low water amounts throughout the year once established.

All drought-tolerant plants require more watering during the initial installation period and for at least a three month maintenance period. If drought-tolerant plants are installed in the warmer months, more supplemental water will be required until the plant is established. Additionally, drought-tolerant plants need proper deep-watering practices to encourage deep root system development. After the drought-tolerant plants established within the development have grown for a full season, the water application rate should be diminished.

Although the plants contained within these Landscape Design Guidelines require less water than other landscaping species of plants, drought-tolerant and California native plants still need regular maintenance such as pruning, fertilizing, deep watering, and examination for pests and diseases.

C.9.6 INVASIVE SPECIES

Non-native invasive plant species shall not be used in landscape plans, fuel modification zones, or buffer zones that interface with preserved natural open space areas. The disposal of cuttings of these or any other ornamental plants in preserved natural open space areas is strictly prohibited. Controlled invasive non-native species include the following and must not be used:

- Non-native Acacia's (Acacia spp.)
- Tree of Heaven (Ailanthus altissima)
- Giant reed (Arundo donax)
- Hottentot-fig (Carpobrotus edulis)
- Garland chrysanthemum (Chrysanthemum coronarium)
- Pampas grass (Cortaderia atacamensis)
- French broom (Cytisus monspessulans)
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- Scotch broom (*Cytisus scoparius*)
- Crystal ice plant (*Mesembryanthemum crystallinum*)
- Small-flowered ice plant (*Mesembryanthemum nodiflorum*)
- Bermuda buttercup (*Oxalis pes-caprae*)
- German ivy (*Senecio mikanoides*)
- Pink periwinkle (*Vinca major*)
- Tamarisk (*Tamarix spp.*)
- Gorse (*Ulex europaeus*)

In addition to the species listed above, any plant species listed in Section 6.1.4 of the MSHCP or the “List of Most Invasive Wildland Pest Plants” prepared by the California Exotic Pest Plan Council shall be prohibited within the SERRANO COMMERCE CENTER.

These plants may not be used in any plant palettes, regardless of location in the development, due to their ability to readily spread via airborne seeds.

C.9.7 PLANT PEST AND DISEASE CONTROL

A consistent problem in ornamental and native planting schemes is disease and pests. There is no way to predict the occurrence of new pests or diseases; however, there are useful methods to limit the impact of outbreaks. These include the following:

1. Maintain optimum plant health through soil preparation, water management, and nutrient monitoring.

2. Inspect plant material on a regular basis to observe health problems due to disease or pest infestation and take appropriate action.

3. Avoid a mono-culture approach to plant material design. This will buffer the spread of plant problems and limit the concentration of host plants, thus diluting the breeding capacity of pest or disease problems. Also, any damage that does occur will be less visually obvious and devastating to the appearance of the community landscape.

4. Place plant material in appropriate planting areas and provide proper spacing consistent with the requirements of the plant species.

5. Place plants in similar hydro-zone groupings to maximize efficient water use.
D. Architectural Design Guidelines

This section sets forth architectural design guidelines for the commercial retail and light industrial land uses of the SERRANO COMMERCE CENTER. In conjunction with the Landscape Guidelines, the Architectural Guidelines are intended to guide the development of a cohesive and attractive commerce center. This section identifies the general architectural style and architectural “elements” that should be considered in all building development.

Developers, builders, engineers, architects, landscape architects, and other design professionals should utilize the guidelines in order to maintain design continuity throughout the commerce center. Because of the evolving nature of architectural styles, the commerce center identity will be expressed primarily through landscape, hardscape, and commerce center-wide elements such as entry monumentation. Architecture allows individual developers to use styles that are consistent with and complementary to these features.

These Architectural Design Guidelines are organized in a manner that is clear and concise to ensure a consistent architectural expression while allowing for flexibility in design. These guidelines reinforce the commerce center’s “Urban Desert California” theme through a uniformed aesthetic. The ultimate expression of the guidelines contained herein should consider the type of land use (light industrial or commercial retail), as well as the visual prominence of the structure when viewed from public spaces within and surrounding the commerce center.

All photographs, illustrations, and diagrams contained in this section are intended to convey the overall theme. Exact replication of the examples is neither required nor anticipated.

D.1 Architectural Design Theme

The SERRANO COMMERCE CENTER is an innovative business center with a synergistic mix of retail, office, and industrial uses. The commerce center is a quality environment where companies can locate, grow, and thrive. To complement the “Urban Desert California” theme of the commerce center, the structures should exhibit a Southwest Contemporary architectural style. This architectural style is complementary to the desired community character of the surrounding region, as described in the Temescal Valley Design Guidelines.

The Southwest Contemporary architectural style draws its influences from the expansive landscape of mountains and deserts of Southern California and strikes a balance between the natural environment and man-made facilities. Building colors should be warm and rich in tones, and primary building materials should be concrete/concrete block, stucco, or stone. When viewed from the street or freeway, buildings in the SERRANO COMMERCE CENTER should complement, not detract from, the beauty of the natural landscape. The design of the buildings with the SERRANO COMMERCE CENTER should maximize the effects of the strong desert sunlight on architecture. Buildings shall feature strong masses and void to an interplay of highlight and shadow. Additionally, designs may also alter colors, materials, and textures to articulate façades and create visual appeal.

Design elements shall be compatible in character, massing, and materials in order to promote a clean and contemporary feel. Individual creativity and identity is encouraged, but care must be taken to maintain design integrity and compatibility among all parcels in order to reinforce a unified image.
within the SERRANO COMMERCE CENTER. Generally, buildings within the SERRANO COMMERCE CENTER shall comply with the following architectural standards:

- The architectural style of structures within the commerce center shall be Southwest Contemporary or a similar expression of the style;
- No residential styles such as English Tudor, Victorian, or Spanish colonial are allowed. Architectural styles that are overly trendy or strongly historical are not permitted.
- The architectural style of the structures within the commerce center should complement, not detract from, the general architectural atmosphere of the Temescal Canyon area.
- Appropriate primary exterior building materials include stucco, concrete, plaster, masonry, stone, and similar materials.
- The use of metal fabrications or curtain wall areas is appropriate only for contrasting elements.

D.2 SITE PLANNING GUIDELINES

The design of building sites, public spaces, and the pedestrian environmental plays an important role in creating an innovative, exciting commerce center with a positive atmosphere. Building site design influences not only how users experience the commerce center, but also how commuters on nearby roadways view the development. A properly sited development is both visually-pleasing and efficient.

Design of building sites within the SERRANO COMMERCE CENTER is an essential component of the land use plan. Buildings shall be located in a manner that enhances efficient vehicular and pedestrian access. The entrance to a building should be made obvious through changes in massing and materials. Changes in height of elements and the creation of voids in the primary massing shall clearly denote entry locations. Furthermore, buildings shall be oriented in a manner that is efficient, appropriate to site conditions, considerate of its visibility from public viewing areas, complementary to the commerce center’s overall architectural composition, and compatible with nearby projects.

![Images showing buildings with clear pedestrian entrances.](image)

*Clearly define pedestrian entrances to buildings.*

Special consideration shall be given to the site planning of structures located at the following locations within the commerce center:
Commercial Retail in Planning Area 1 and Smaller-Scale Light Industrial or Commercial Office Uses in Planning Area 2

Structures within the commercial retail area (Planning Area 1) and the smaller-scale light industrial or commercial office uses in Planning Area 2 shall be carefully sited to ensure the building are visually pleasing to commuters on I-15 and Temescal Canyon Road, as well as when viewed from key public areas within the commerce center interior.

The design and siting of buildings within Planning Areas 1 and 2 shall create visual interest and clearly define pedestrian entrances.

To achieve this goal, buildings should be sited strategically to maximize visual interest and reduce the perceived mass of the structure. Highly visible façades are also subject to a degree of architectural articulation, as explained in Section IV.D.3.2, Façade Treatments.

Planning Area 2 is expected to contain an emphasis on professional office uses. In general, the entrance to buildings within Planning Area 2 shall be oriented towards the primary public view within the commerce center along the street frontage. Pedestrian access to the structures shall also be designed so it is visible from the surrounding roadways, sidewalks, and parking areas. Elements such as trash enclosure areas, loading doors, service docks, or other outdoor equipment shall be oriented in a manner that minimizes their visibility from the Commercial Retail area and I-15, as well as surrounding roadways, pedestrian walkways, and public parking lots.

I-15 Corridor

The western portion of the SERRANO COMMERCE CENTER is visible to commuters on the adjacent I-15 freeway, which is highly beneficial to the businesses located within the commerce center. However, the public prominence of these structures as viewed from I-15 requires that special care be taken to ensure these buildings are visually appealing when viewed from this scenic highway. The buildings adjacent to I-15 shall be sited in a manner that reduces the perceived mass of structures. Structures may be placed perpendicular to I-15 to minimize the appearance of long, unbroken horizontal planes. Alternatively, the façade

The design and siting of buildings within Planning Areas 1 and 2 shall create visual interest and clearly define pedestrian entrances.
shall be architecturally articulated with detailing that creates visual interest when viewed from I-15.

Additionally, the combination of one- and two-story elements, as well as the use of varying roof forms, is encouraged to create visual interest. Elements such as trash enclosure areas, loading doors, service docks, or other outdoor equipment shall be oriented in a manner that minimizes their visibility from I-15, as well as surrounding roadways, pedestrian walkways, and public parking lots. Highly visible façades are also subject to a degree of architectural articulation, as explained in Section IV.D.3.2, Façade Treatments.

The buildings adjacent to I-15 may be placed perpendicular to I-15 to minimize the appearance of long, unbroken horizontal planes.

**Temescal Wash Interface**

The eastern boundaries of Planning Areas 5, 6, 7, and 9 abut the open space-conservation area in Planning Area 12, and located east of Planning Area 12 is the Temescal Wash. Planning Areas 5, 6, 7, and 9 consist of light industrial land uses, and access from these areas to the open space-conservation area and the Temescal Wash is restricted by fencing. The Temescal Wash and the Open Space – Conservation Area (Planning Area 12) combine to create long sight distances and a buffer between the project and residences to the east. Therefore, façades that face the Temescal Wash are not subject to a high degree of architectural articulation. Lighting of buildings adjacent to Planning Area 12 shall be carefully designed to minimize light spillover and other visual impacts.

Façades that face public areas within the SERRANO COMMERCE CENTER shall include architectural articulation. In general, the entrance to buildings within Planning Areas 5, 6, 7, and 9 shall be oriented towards the primary public view within the commerce center along the street frontage. Pedestrian access to the structure shall also be designed so it is visible from the surrounding roadways, sidewalks, and parking areas. Elements such as trash enclosure areas, loading doors, service docks, or other outdoor equipment shall be placed in a manner that minimizes their visibility from internal public roadways, pedestrian walkways, and public parking lots. More information on visible façades is provided in Section IV.D.3.2, Façade Treatments.
D.3 ARCHITECTURAL DESIGN ELEMENTS

A primary goal of the SERRANO COMMERCE CENTER is to develop buildings that exhibit an excellent mix of design and function. The architecture planned for individual building units has been developed through consideration of the SERRANO COMMERCE CENTER theme of “Urban Desert California.” The man-made aspects of the SERRANO COMMERCE CENTER shall be simple, powerful, and rugged.

When large building façades are in danger of becoming monotonous, the use of design elements shall be used to create visual interest. In addition to the landscape architecture elements discussed in Section IV.C of this Specific Plan, the following elements shall be carefully considered during building design to ensure the creation of a visually-appealing commerce center:

- Building Form, Mass, and Scale
- Façade Treatments
- Windows and Doors
- Roof Forms
- Exterior Colors and Materials
- Pedestrian Entrances
- Outdoor Lighting

The following functional elements shall be carefully designed and/or screened to ensure they are compatible with the overall SERRANO COMMERCE CENTER theme of “Urban Desert California”:

- Loading Doors and Service Docks
- Other Functional Elements, including ground or wall-mounted equipment, rooftop equipment, and trash enclosures

These elements are discussed in detail below.
IV. DESIGN GUIDELINES

D.3.1 BUILDING FORM, MASS, AND SCALE

Building form is the most basic architectural element that influences perception of the SERRANO COMMERCE CENTER. As described in Section IV.D.2, Site Planning Guidelines, building forms are especially important for the elevations within the commercial retail area (Planning Area 1) and for the smaller-scale light industrial or commercial office uses in Planning Area 2, as well as buildings that face the I-15 Corridor.

Clean, simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance, and visual interest should be created through architectural articulation. Arbitrary, complicated building forms shall be avoided. Furthermore, monolithic or unarticulated solid and glass blocks are prohibited.

Building forms shall be sited in a manner that creates visual interest when the structure is viewed from key public areas, such as the I-15 Corridor, roadways within the commerce center, or along pedestrian walkways. This prevents the appearance of long, unbroken horizontal planes.

![Examples of appropriate building forms.](image)

Another important element in creating a visually-appealing commerce center is building mass and scale. The perceived scale of a building directly relates to its relation to adjacent buildings and natural features. Buildings adjacent to open space appear smaller in proportion to a larger building adjacent to a small building. The larger a building is perceived to be and the more highly visible the building is from primary roadways and other public viewing areas, the more important it is to consider the details of mass and scale at the streetscape level. Attention to setbacks, building types, and architectural styles will help to provide variation in the mass and scale of buildings.

Design articulation of the building façades, pedestrian entrances, rooflines, and vertical and horizontal planes also effectively reduces the visual mass of a building. A description of appropriate architectural articulation is provided in Section IV.D.3.2, Façade Treatments.

It is important to note that buildings in the interior of the SERRANO COMMERCE CENTER that are not visible by commuters on I-15 are appropriate for larger-scale industrial and warehousing facilities that have inherently larger mass. In comparison to highly visible façades, a high level of articulation is not required on façades obscured from view from I-15, the commercial retail area, the smaller-scale light industrial or commercial office uses in Planning Area 2, or public roadways within the commerce center.
commerce center; furthermore, a high level of articulation is not required on façades that front the Temescal Wash. In summary:

- The degree of architectural articulation required to reduce the perceived mass and scale of buildings within the SERRANO COMMERCE CENTER shall consider the visual framework of their specific locations (as described in Section IV.D.2, Site Planning Guidelines, and Section IV.D.3.2, Façade Treatments).
- Mass and scale of buildings should also consider the adjacent streetscape environment and pedestrian environment.
- Buildings within the SERRANO COMMERCE CENTER shall exhibit variations in massing, material, and color in order to reduce the apparent size of larger, boxy building masses.
- Primary building entries should be highlighted through projections, corner tower elements, tall voids, or a central mass at an entry plaza (see Section IV.D.3.5, Pedestrian Entrances, for more information).

Appropriate articulation can break up the visual mass of a building and call attention to pedestrian entrances.

D.3.2 Façade Treatments

As explained above, the perceived building form, mass, and scale of structures and the siting of buildings plays an important role in creating a successful, efficient commerce center. In addition, the architectural articulation of building façades is extremely influential on the overall appearance of the SERRANO COMMERCE CENTER. An attractive appearance to building façades can be achieved through careful detailing, especially at the base of buildings, along parapets, and around entries and windows.

All building façades within the SERRANO COMMERCE CENTER shall be architecturally articulated by varying mass, form, textures, or colors to avoid the monotonous appearance of long, box-like façades. Landscaping can also create interest and soften building façades. Pedestrian and ground-level building entries should be recessed or covered by architectural projections, roofs, or arcades in order to provide architectural and visual relief. Ground-level stories of buildings adjacent to walkways and roadways shall also be architecturally articulated by the introduction of lower building masses, signage, doors, light fixtures, and/or planters in order to create human scale.
IV. DESIGN GUIDELINES

Shown above are examples of appropriate architectural articulation for buildings within the commerce center.

Trim detailing on façades may include metal finished in a consistent color, plaster, or concrete elements finished consistently with the building treatment. Use of extraneous “themed” detailing, like foam cornice caps, foam moldings and window detailing is discouraged. Instead, architectural detailing shall be simple and modern. Requirements for specific façades within the SERRANO COMMERCE CENTER are described below.

- **Commercial Retail Area and Smaller-Scale Light Industrial or Commercial Office Uses in Planning Area 2 Architectural Treatment**

  The commercial retail area (Planning Area 1) and the smaller-scale light industrial or commercial office uses in Planning Area 2 shall feature a particularly pedestrian-oriented campus environment. Blank walls shall be carefully balanced with windows so that there are no large expanses of blank wall and no large expanses of glass.

- **I-15 Corridor Architectural Treatment**

  The façades of the office and light industrial buildings adjacent to the western boundary of the SERRANO COMMERCE CENTER should consider their appearance in relation to the scenic nature of the I-15 Corridor. Greater architectural detail is appropriate on these façades and enhanced landscaping on the freeway frontage is required. Free-standing architectural treatment may be used in front of the building walls to create layering.

  As previously described, building forms should be particularly simple and dramatic and should maximize the play of light on mass and void to provide strong contrasts. Buildings should be positioned perpendicular to the freeway, rather than consistently parallel to the freeway. This will avoid the appearance of a long expanse of walls.

- **Project Interior Architectural Treatment**

  As previously noted, buildings that are located within the interior of the SERRANO COMMERCE CENTER and are not visible by commuters on I-15 are appropriate for larger-scale industrial and warehouse facilities. These structures have inherently larger expanses of solid walls. Appropriate architectural expression of these façades should include reveals, accents, and changes in building material or color.
Examples of appropriate façade articulation for the Commercial Retail area in Planning Area 1, Smaller-Scale Light Industrial or Commercial Office uses in Planning Area 2, and along the I-15 Corridor.
Additional examples of appropriate façade articulation for the Commercial Retail area, Smaller-Scale Light Industrial or Commercial Office uses in Planning Area 2, and the I-15 Corridor.
Buildings can be designed with a consistent, uniform facade; with
the center of the facade emphasized; or with the corners of the
facade emphasized as shown below.

Consistent, uniform facade

Center-emphasized facade

Corner-emphasized facade

Assymetrical facade

Examples of appropriate façade articulation for the interior areas of the commerce center.
D.3.3 WINDOWS AND DOORS

Window and door details are architectural components that carry a strong visual impact through their placement and design. The proportion of the windows and doors to the wall massing varies according to the architectural style chosen. The layout of other doors and windows on individual buildings’ façades shall be placed in a repetitive pattern to create continuity.

Examples of appropriate window designs.

Windows should be proportioned to emphasize the wall and solid forms. Fenestration (window design) should define function and structure and should be consistent in form, pattern, and color. The window trim shall be metal that is finished in a consistent color on each building. Glass shall be clear or tinted with medium to high performance glazing. The use of recessed glass along office components and entry components is encouraged to enhance the visual play of light and shadow. Windows should also be placed within street-facing elevation(s) to help incorporate a human-scale design element into large buildings.

Window fenestration is of particular importance to building façades within the commercial retail area (Planning Area 1) and for the smaller-scale light industrial or commercial office uses in Planning Area 2, as well as for buildings adjacent to the I-15 Corridor. Windows may be desired along the Temescal Canyon Wash interface to allow views of the open space to be seen from the buildings’ interior spaces.
Expression

Buildings can be designed with the fenestration expressed vertically, horizontally, or uniformly as shown below.

Vertical fenestration

Horizontal fenestration

Uniform fenestration

The various expressions can be mixed on a building as shown below.

Examples of how window design and placement can increase the visual appeal of a building façade.
D.3.4 Roof Forms

Roof forms are expected to be horizontal and flat; however, the occasional architectural projection is permitted in order to create visual interest. Varying roof forms or the use of architectural projections creates visual interest when the structure is viewed from surrounding roadways, parking lots, pedestrian walkways, the I-15 Corridor, and from other locations within the commerce center.

Therefore, varied parapet heights are encouraged along public streets. Exposed downspouts and overflow holes on building fronts are prohibited. Gable, hip and mansard roofs are highly discouraged. All rooftop mounted equipment is required to be screened, as described in Section IV.D.2.6, Functional Elements.

Additionally, the type of roofing materials and color should be carefully considered because the type of material and color play key roles in reducing heat islands and long-term energy costs. Consideration should be given to roofing materials that have a high Solar Reflectance Index (SRI). Preferred roof color is white. Roofs shall be designed so that they may support the installation of solar panels, solar “thin film,” or other technological advances in roof-mounted solar energy capture systems. Other than the provision of an electrical connection for future installation of a rooftop solar system, buildings are not required to include solar technologies when first constructed, but flat roofs must be capable of supporting the solar technology if it is desired in the future.

D.3.5 Exterior Colors and Materials

The use of building materials and colors plays a key role in developing a clean, contemporary visual environment; therefore, the number of different materials, colors, and styles should be limited. Slight variations in tone and value are encouraged within the SERRANO COMMERCE CENTER.

Unfinished exterior surfaces are not permitted on any façade within the commerce center. Primary building materials shall include masonry; painted, textured, or sandblasted concrete; and plaster. Acceptable finish materials include, but are not limited to pre-cast concrete or poured-in-place concrete with textured and/or painted finish; concrete masonry units with painted, stained, or ceramic clad finish; tile or tile panel systems; glass or glazing units; and glass blocks. If exterior theme walls are designed as part of a project, they shall be constructed of concrete or masonry materials. Material changes shall occur at intersecting planes, preferably at the inside corners of change of wall planes, or where architectural elements intersect.
IV. DESIGN GUIDELINES

Examples of appropriate building materials and exterior treatments.

Exterior wall colors shall be predominantly strong earth-tones (such as ochre, a golden-yellow or light yellow brown) or lighter neutrals (such as ivory or taupe). Accent elements may be bolder in color, using strong earth-tone colors. Roofs should be white or light colored. It is not the intent of these Design Guidelines to specify an exact color palette, but to provide an initial range of complementary earth tones to demonstrate a desired range of color and texture.

Bright primary colors, garish use of color and arbitrary patterns or stripes will clash with this palette and are not acceptable, except in signage logos. Exposed downspouts, service doors and mechanical screen colors are to be the same as adjacent wall color. The color of all site elements and furnishings should be color coordinated with surrounding architecture. A depiction of the acceptable color palette for the commerce center is provided in Figure 4-25, Conceptual Exterior Color Palette.

Colors for primary walls are to be within the range of colors represented by the following list:

**Warm Earth Tones**
- Frazee Pavlova CL2801W
- Frazee Star Thistle CL2891W
- Frazee Loop CL2841W
- Frazee Prose CL2781W

**Cool Earth Tones**
- Frazee Filled CL2851W
- Frazee Profusion CL2811W
- Frazee Isadore CL2691W
- Frazee Museum CL2681W
Color Scheme Options

Warm Earth Tones

Frazee CL2801W Pavlova
Frazee CL2801W Star Thistle
Frazee CL2841W Loop
Frazee CL2781W Prone

Cool Earth Tones

Frazee CL2851W Filleted
Frazee CL2811W Profusion
Frazee CL2691W Isadore
Frazee CL2681W Museum

Accent Colors

Frazee CL1220M Statuesque
Frazee CL1206D Neutron
Frazee CL2763M Chablis
Frazee CL2903M Citadel
Frazee CL2973M Grecian
Frazee CL2627N Chocolate Brown

Window Glazing Colors

Preferred: Silver, bronze, black, blue or green.
Prohibited: Black, gold, copper ranges, and clear.

Source: HPA
Accent colors are to be with the range of colors represented by the following list and must be compatible with the exterior glazing colors:

**Accent Colors**
- Frazee Statuesque CLC1220M
- Frazee Neutron CL1206D
- Frazee Chablis CL2763M
- Frazee Chocolate Brownie CL2627N
- Frazee Citadel CL2903M
- Frazee Grecian CL2973M

**Window Glazing Colors**
- Preferred: Silver, bronze, black, blue or green.
- Prohibited: Black gold, copper ranges, and clear.

D.3.6 PEDESTRIAN ENTRANCES

The design of pedestrian entrances is also an important architectural element that impacts the look and feel of the SERRANO COMMERCE CENTER. Entrances should be clearly defined and inviting. Articulation and color should be used for identity and interest. Light, open inviting aspect should be created by the architecture. Entrances should be recessed and protected from the environmental elements, providing either awnings, canopies or other architectural features. Dark, confined entries are inappropriate as well as abrupt entries, flush doorways or tacked-on entry alcoves. Other elements that are pivotal to creating a pleasing pedestrian environment are explained in Section IV.D.4, Public Spaces and the Pedestrian Environment.

D.3.7 OUTDOOR LIGHTING

Outdoor lighting of the SERRANO COMMERCE CENTER is an important architectural element that creates visual appeal and adds to security. All parking lot light fixtures shall be consistent in design. Additional lighting features for illumination of buildings and other site features are encouraged. Light shall be located and designed to minimize direct glare beyond the parking lot or service area. Walkways from parking areas to building entries shall be illuminated brighter than their surroundings. Similarly, building entries should be illuminated brighter than the other portions of the building. Light bollards are encouraged throughout the SERRANO COMMERCE CENTER to illuminate all sidewalks and connecting walkways.

Building-mounted lights shall be solely for architectural purposes on the fronts and sides of buildings visible from the streets. They are not acceptable in these locations for general parking lot illumination. They are permissible for general illumination at the rear of the buildings or in truck courts if the light is directed downward and concentrated so “spill over” to other properties does not occur.

Street lights, parking lot lighting and other artificial illumination sources shall be positioned, directed, and shielded where necessary to avoid light spill-over in to the MHSCP Conservation Area. Artificial light sources shall be restricted to the minimum necessary for safety and security purposes in Specific Plan Planning Areas 5, 6, 7, and 9, in areas adjacent to the MSHCP Conservation Area.
Examples of appropriate wall- and ground-mounted lighting and parking lot lighting.
D.3.8 FUNCTIONAL ELEMENTS

The design and location of functional elements common to commercial retail and/or light industrial buildings should be carefully considered. Examples of functional elements include loading doors, service docks, ground or wall-mounted equipment, rooftop equipment, and trash enclosures. The design and placement of these elements should minimize their prominence when viewed from surrounding public roadways, pedestrian sidewalks, public parking lots, and other locations within the commerce center, as well as from the I-15 Corridor.

Loading Doors and Service Docks

Loading doors, service docks, and equipment areas should be oriented or screened so they are not easily visible from public viewing areas within Planning Areas 1 and 2 or from Temescal Canyon Road and I-15. “Cross-dock” distribution buildings shall also be oriented or obscured so the staging area is screened from view from Temescal Canyon Road and I-15. Screening may be accomplished with solid walls that are compatible with the architectural expression of the building. Screening may also be accomplished by a combination of landscaping and/or berms.

Loading/service areas are not permitted to encroach into any required landscape setbacks. No loading or unloading activity is permitted to take place from public streets. Service vehicles shall have clear and convenient access onto and within the site and should not disrupt vehicular and pedestrian circulation.

Examples of appropriate screening of loading docks and service doors.
Ground or Wall-Mounted Equipment

Examples of exterior ground-mounted equipment include, but are not limited to mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduits, gas lines, cellular telephone facilities, and satellite dishes. Typical ground-mounted equipment, such as transformers, shall be screened so as not to be visible from public viewing areas within Planning Areas 1 and 2 and/or from the adjacent public street, Temescal Canyon Road, and I-15. Screening may be accomplished with site walls or landscape elements that are consistent with these guidelines. Screen walls shall be designed as an integral part of the architectural and landscape concept. Electrical equipment rooms shall be located within the building envelope. Pop-outs or shed-like additions are prohibited.

Wall-mounted items, such as roof ladders or electrical panels, should be located away from the street façade. They should be screened or incorporated into the architectural elements of the building so as not to be visually apparent from the street or other public areas within the SERRANO COMMERCE CENTER.

To reduce its visual impact, of wall-mounted equipment may be screened by landscaping or painted the same color as the primary structure.

Landscaping is one alternative for screening ground-mounted equipment from public view.
Rooftop Equipment

Examples of rooftop equipment include mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and mechanical ducts. All rooftop equipment shall be screened so as not to be visible from public streets within Planning Areas 1 and 2 and/or from the adjacent public street, Temescal Canyon Road, and I-15. Rooftop screens shall be integrated into the architecture of the main building. Wood rooftop screens are prohibited. Additionally, the roofs shall be accessed through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required.

Trash Enclosures

Trash bins and central recyclable material collection areas should be oriented or screened so they are not easily visible from public viewing areas within Planning Areas 1 and 2 and/or from Temescal Canyon Road and I-15. Furthermore, trash enclosures shall be located away from the building’s main entrance. At a minimum, it is suggested that trellis and/or other architectural enhancements are utilized for trash enclosures within the SERRANO COMMERCE CENTER. All outdoor refuse containers shall be screened with minimum 6-foot high enclosure. The enclosure shall be of non-combustible, durable materials and designed with finishes and colors that are unified with the surrounding architecture. Refuse areas shall have clear and convenient access for collection. Refuse enclosures shall have solid, latching gate.
D.4 PUBLIC SPACES AND THE PEDESTRIAN ENVIRONMENT

As described above, the careful siting of buildings, as well as the use of architectural elements, is extremely important in creating a visually-appealing commerce center. In addition, the design of public spaces and amenities can enhance the design of the SERRANO COMMERCE CENTER and promote pedestrian activity.

D.4.1 PEDESTRIAN CIRCULATION

The SERRANO COMMERCE CENTER contains a system of pedestrian walkways that connect major building entries with each other, parking areas, and courtyard and plazas areas. Additionally, sidewalks are located adjacent to all public roadways. Pedestrian pathways shall also provide access to outdoor employee break areas, as described in Section IV.C.6.2.

Walkways should connect to courtyards and plazas within the project. Sidewalks are 5.0 feet wide and follow ADA/Title 24 standards for surfacing, slope, and other requirements. Conflicts between pedestrian and vehicle circulation are minimized through the utilization of pathways for direct pedestrian access from parking areas to business entries and throughout the site with internal pedestrian linkages.

- Sidewalks serve as a recreational amenity for employees and users of the commerce center and encourage pedestrian activity within the site.

D.4.2 PARKING AREAS

Sufficient on-site parking to accommodate all vehicles associated with the permitted uses of the commerce center must be provided. Visitor parking should be located near public building entrances. No on-street parking is permitted, and parking lots are not permitted to encroach into any required landscape setbacks.

Parking areas are an important design element that must be carefully considered. Parking areas within the SERRANO COMMERCE CENTER include passenger car areas and truck yards and loading areas. Concrete and other parking surfaces are recommended to be light-colored. Passenger car parking areas shall be designed to be pedestrian-friendly and visually pleasing. All passenger car parking areas shall be landscaped to provide users with shaded areas. Landscaped islands within the passenger car parking lots break up the monotony of large expanses of asphalt and create a visually-pleasing experience. Similarly, passenger car parking perpendicular to street frontages shall be...
screened from view by the use of a small landscape berm or shrubs. Planters should be large enough to avoid crowding the plant materials.

In truck yards and loading areas, the design of parking lots shall consider the space required for trucks to effectively and efficiently turn, back-up, load, and unload. Landscaped islands shall be placed around the perimeter of the truck loading areas to minimize any disruptions. As in passenger car parking areas, truck loading areas that abut public streets shall be screened from view by the use of a small landscape berm or shrubs.

**D.4.3 OUTSIDE FURNISHINGS**

Examples of outside furnishing elements include, but are not limited to light fixtures, bollards, benches, trash receptacles, trellises, bike racks, and planters. All outside furnishing elements should be consistent within the architectural theme and landscaping of the related planning area and should match the “Urban Desert California” style of SERRANO COMMERCE CENTER.

Additionally, the color of all site elements and furnishings should be coordinated with surrounding architecture. The location, appearance and installation of all exterior security cameras must be integrated with the architecture. Exposed wires are prohibited, and the color of camera housing must match the wall or pole color.

*Outdoor amenities should be compatible in design to overall theme of the commerce center.*
E. **ENERGY EFFICIENCY GUIDELINES**

This section of the Design Guidelines serves to highlight elements in the site planning, design, and construction phases of the Specific Plan that can be implemented to achieve a standard of energy efficient performance that is both desirable for the commerce center tenants, the environment, and the builder(s)/developer(s). Following standard planning and building practices will typically ensure compliance with building code requirements and issuances of the necessary permits; however, implementation of these Energy Efficiency Guidelines will substantially contribute to the reduction in environmental impacts associated with air quality, hydrology, water quality, hazards, and provision of utilities.

The recommendations provided below have been selected based on their ease of applicability and implementation during the design and construction phases, their marketability and/or desirability potential to commerce center tenants, and their cost incentive factor to both the builder and commerce center tenant.

- The **SERRANO COMMERCE CENTER** shall provide a sidewalk and trails system, as detailed in Figure 4-17, *Conceptual Trails Plan*.

- The Developer shall provide amenities such as bicycle storage racks to encourage alternative modes of transportation.

- Signage shall be posted within parking lots indicating preferred parking spaces for car/van pools and for low-emitting and fuel-efficient vehicles.

- Bus stops, bus turn-outs, and other public transportation amenities shall be provided on-site as required by the Riverside Transportation Authority (RTA) and/or the Riverside County Transportation Commission (RCTC). A multi-modal access guide, which includes maps and other information on how to travel to particular destinations without the use of personal automobiles, may be created by the Developer and disseminated to construction workers, employees, and patrons of the **SERRANO COMMERCE CENTER** to encourage the use of mass transit and other transportation alternatives.

- Signage shall be posted in truck yards, at loading doors and service docks, and other similar areas stating the required limitations on engine idling time.

- Irrigation systems shall be low volume and feature directed sprinkler heads and/or drip irrigation. Irrigation systems shall be set to timer(s) and run early in the morning, when evaporation is minimal.

- Recycled water shall be utilized for the irrigation of landscaping to the extent that recycled water is available from the water provider and/or from the commerce center’s Stormwater Recovery and Storage Program (refer to Section III.D.1.1). Any water features (such as water foundations) shall also use recycled water, if feasible.

- All landscaping shall be drought-resistant and water-efficient in accordance with Riverside County Ordinance No. 859 for Water-Efficient Landscaping Requirements.
• Landscaping adjacent to buildings and shall incorporate passive solar landscaping design elements. For example, by planting deciduous trees on the south aspect of a building, the leaves provide shade in the summer and sunlight shines through the branches in winter.

• Parking areas shall incorporate shade elements, such as leafy tree canopies within landscaped islands, to minimize heat gain into cars and reduce energy consumption by vehicle air conditioning units. Additionally, concrete and other parking surfaces shall be light-colored where feasible.

• Truck delivery docks shall be fitted with electrical hookups to reduce idling times of vehicle engines, particularly Transportation Refrigeration Units (TRUs) emissions.

• Building design shall incorporate as many as the following elements as possible, at a level that achieves a reasonable cost benefit by comparing added short-term construction costs to long-term cost recovery associated with energy efficiency.
  o Architectural components that shade buildings, especially at entrances and windows;
  o Sky lights and windows that reduce the need for artificial light;
  o Sustainable and recyclable building materials; and
  o Exterior building materials and roofs with low percentage light reflectance value colors that minimize heat gain in buildings.

• Roofs shall be white or light-colored and designed so that they may support the installation of solar panels, solar “thin film,” or other solar technologies in the future.

• Low- or no-VOC architectural coatings shall be applied during construction.

• During construction, one or more of the following elements shall be used within buildings, at levels that achieve a reasonable cost benefit by comparing added short-term construction costs to long-term cost recovery associated with energy efficiency:
  o Point-of-use or solar-powered water heaters;
  o Appliances with an Energy Star rating;
  o HVAC&R systems with refrigerants that minimize or eliminate the emission of harmful compounds, as opposed to CFC-based refrigerants;
  o High-efficiency light bulbs;
  o Programmable thermostats and separate zoned systems in larger buildings that can automatically adjust interior temperature settings and independently control specific rooms and/or spaces to minimize heating/cooling needs; and
  o Water-saving appliances and water conserving features including low-flow toilets, urinals, lavatory faucets, water saving showerheads, washers and dishwashers.

• The Master Association shall encourage the collection of recyclable materials including paper, corrugated cardboard, glass, plastics and metal.
F. FIRE PROTECTION GUIDELINES

This section of the Design Guidelines serves to highlight elements in the site planning, design, construction, and landscaping phases of the Specific Plan that can be implemented to minimize risk to life and property from wildfire hazards. The intention of the SERRANO COMMERCE CENTER Fuel Modification Plan is to limit the amount and density of potential fuel, particularly in areas immediately adjacent to buildings or other potentially combustible structures.

The SERRANO COMMERCE CENTER includes two Fuel Management Zones, which are briefly described below:

- **Zone 1 (Irrigated)**

  Zone 1 contains “defensible space,” measured 30 feet from the front, back, and sides of any structure. Zone 1 also consists of all on-site manufactured slopes. These areas are generally situated adjacent to the western boundary of Planning Area 12, around the perimeters of Planning Areas 1 through 11, and around the perimeter of the flood control channels in Planning Areas 13A through 13D.

  Zone 1 shall be an irrigated zone that is free of all combustible construction materials. This zone shall be cleared of all existing native vegetation and replanted with drought-tolerant, fire-resistant lawn, ground covers, or shrubs. Occasional fire-resistant trees and well-spaced ornamental shrubs are also acceptable within this zone.

  A “combustible free zone” may be situated adjacent to portions of Zone 1 that abut Planning Area 12. No combustible structures are allowed in these areas.

- **Zone 2 (Non-Irrigated)**

  Zone 2 is situated beyond Zone 1 and encompasses the area 30 to 50 feet from the front, back, and sides of any on-site structures. All areas that lie within 10 feet of on-site streets and emergency access roads are also within Zone 2. Furthermore, all natural slopes are within this zone. This zone is generally located adjacent to portions of Planning Area 12 and adjacent to the western and southern boundaries of the SERRANO COMMERCE CENTER.

  Zone 2 may be irrigated, partially irrigated, or non-irrigated, depending on the plant needs. All flammable native plants shall be removed from this zone and replaced with fire-resistant and low fuel volume ground cover or native grasses. Fire-resistant trees may be occasionally placed within this zone.

The requirements listed below serve to reduce the risk of the SERRANO COMMERCE CENTER being negatively impacted by wind-driven embers and/or radiant heat against the outer perimeter of the commerce center. These requirements complement and reinforce the Fuel Management Zones described above.

- All structures shall feature a Class A (non-combustible) roof assembly, including the roof cover.
• All structures shall be constructed of fire-resistive exterior materials.

• No attic vents or attic ventilation louvers shall be installed in eave overhands or between rafters at eaves.

• Attic or foundation ventilation louvers or ventilation openings in vertical walls shall be covered with ¼-inch mesh corrosion-resistant metal screen or other approved material that offers equivalent protection.

• Rain gutters and downspouts shall be constructed of noncombustible material. Gutters shall be designed to reduce the accumulation of leaf litter and debris that contributes to roof edge ignition.

• Glass or other transparent, translucent or opaque glazing shall be tempered glass, multilayered glass panels, glass block, have a fire-protection rating of not less than 20 minutes, or other assemblies approved by the Riverside County Fire Department.

• Exterior doors shall be approved non-combustible construction and have a fire protection rating of not less than 20 minutes.

• The first five feet of fences and other items attached to a structure shall be constructed of non-combustible material or meet the same fire-resistive standards as the exterior walls of the structure.

• All exterior boundaries of Fuel Management Zones 1 and 2 shall be permanently marked on the ground for purposes of guiding annual fuel management maintenance and inspection operations. For example, steel fence posts with a baked-on painted finish may be used.

• Within Fuel Management Zone 1, trees shall be planted in a manner that ensures the branches of the mature tree are at least 10 feet from any structure. Mature trees shall also have a minimum of six feet of vertical separation from low-growing irrigated vegetation planted beneath the canopy. All tree crowns shall be separated from one another by a minimum of 20 feet.

• Within Fuel Management Zone 1, shrubs and trees shall be annually maintained to ensure the plants are free of any dead materials.

• Within Fuel Management Zone 2, all groundcover and native grasses shall be maintained to ensure the plants do not exceed 48 inches in height.

• Within Fuel Management Zone 2, fire-resistant trees shall be separated by a minimum of 20 feet. Mature trees shall also have a minimum of six feet of vertical separation from low-growing irrigated vegetation planted beneath the canopy.

• No trash dumping or disposal of “green” waste (tree clippings, etc.) is permitted in Planning Area 12 or within Fuel Management Zone 1 and 2.
IV. DESIGN GUIDELINES

G. CONSISTENCY WITH TEMESCAL VALLEY DESIGN GUIDELINES

On March 20, 2007, the Riverside County Board of Supervisors adopted the Temescal Valley Design Guidelines (henceforth, “TVDG”). The TVDG set forth guiding design elements to ensure that new development or redevelopment in the Temescal Canyon Area Plan is aesthetically appealing and cohesive in theme. The TVDG sets forth guidelines relating to the community logo, street signs, street lighting and posts, entry monuments, and streetscapes.

The TVDG sets forth the following guiding principles:

- Capture the natural beauty and colors of the landscape;
- Create design icons, instantly recognizable as part of Temescal Valley;
- Establish a distinctive design context that sets the stage for smaller, more flexible elements;
- Enhance the sense of arrival into Temescal Valley and its major planned developments;
- Introduce thematic, hierarchical streetscape plans for greater visual consistency along major roadways; and
- Set the context for a vibrant community center featuring specialty retail, a town square, and civic and cultural uses.

The SERRANO COMMERCE CENTER Design Guidelines implement some of the recommended design elements and overall, are complementary to the overall spirit and intent of the TVDG. Table 4-9, Project Consistency with Temescal Valley Design Guidelines (TVDG), provides a summary of the commerce’s center consistency with the specific design elements set forth by the TVDG.

<table>
<thead>
<tr>
<th>TVDG PAGE NUMBER</th>
<th>TVDG DESIGN ELEMENTS</th>
<th>PROJECT CONSISTENCY ANALYSIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consistent Elements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24 – 26</td>
<td>Community Logo: “The community logo synthesizes much of the diverse beauty of the Temescal Valley... The community logo serves a key design marker, featured on primary and secondary entry monuments, street signs, and on civic buildings. Its prominent and consistent use provides visual continuity and strengthens the identity of the Valley and its many features.”</td>
<td>The Specific Plan is consistent with this TVDG Design Element. The community logo is displayed on the two Primary Entry Monuments (refer to Figure 4-5 and Figure 4-6) located along Temescal Canyon Road. Street sign design is not discussed in the Specific Plan, as street signs are posted by Riverside County. Use of the logo on street signs is not prohibited by the Specific Plan.</td>
</tr>
<tr>
<td>28</td>
<td>Potted Citrus Trees: “As a tangible reminder of its agricultural heritage, these guidelines call for placing citrus trees in clay pots in commercial areas. Not only will they provide visual accents and decorative elements, their delightful scent and appearance will enliven public and retail spaces throughout the Valley.”</td>
<td>The Specific Plan is consistent with this TVDG Design Element. As described in Specific Plan Section IV.C.8.1, Landscaping Zones Plant Palette, citrus trees in clay pots are encouraged to be used as decorative elements in Planning Areas 1 and 2, where appropriate.</td>
</tr>
<tr>
<td>TVDG PAGE NUMBER</td>
<td>TVDG DESIGN ELEMENTS</td>
<td>PROJECT CONSISTENCY ANALYSIS</td>
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</tr>
<tr>
<td>36</td>
<td>Community Center: The Temescal Valley Community Center will be located between Temescal Valley Road and Dawson Canyon Road, just east of the I-15. It is envisioned that this center will be a true community gathering place with a variety of uses and activities. Containing specialty retail, a town square, a mini-park, and civic and cultural uses such as a museum and community center, the Temescal Valley Community Center has the potential to become the pride of the Valley. An adjoining potential rail line location offers the possibility of creating a regional transportation hub within the center and adding greater access. With its central location and high visibility, the Community Center will create visual interest with the best examples of vernacular architecture and entertain with shopping, educational and civic uses. The town square may feature a restored stage coach, Native American displays, and agricultural exhibits. Comfortable seating, accent landscaping and a water feature will provide a respite for shoppers and visitors. In short, the Temescal Valley Community Center will become the symbolic, cultural and social heart of the community.</td>
<td>The Specific Plan is consistent with this TVDG Design Element. Approximately 1/3 of the area designated as the Temescal Valley Community Center is located in the SERRANO COMMERCE CENTER. As described in this Specific Plan, the 17.45-acre commercial retail area in Planning Area 1 provides employees, commuters on I-15, and local residents with a convenient location to eat and shop. Anticipated tenants include food service providers, financial institutions, commercial retailers, and personal service shops, as well as small businesses and offices. A maximum total of 172,150 square feet of commercial retail and office space is planned for this area. Specific Plan Section IV, Design Guidelines sets forth requirements for the development of a pedestrian-friendly and lively area with outdoor seating areas, landscape accents, and other elements to create visual interest and encourage social interaction. No Native American or stagecoach displays are currently planned in the portion of the community center located within Planning Area 1.</td>
</tr>
<tr>
<td>40</td>
<td>Theme Road A - Temescal Canyon Road: “Temescal Canyon Road is large enough to incorporate major streetscape elements and amenities, except along a small stretch in the north along the I-15. The roadway will contain a 18’ curbed and landscaped median, a 5’ pedestrian walkway on one side and a 10’ multi-purpose trail on the other, and an 8’ Class II bikeway. These roadside amenities are much in keeping with the outdoor, recreational lifestyle of the Valley and its residents, combining aesthetic and health goals. In addition, Temescal Canyon Rd. will contain several viewing/rest areas and turnouts for historic plaques, sites and kiosks. These viewing areas will be implemented with sitting areas, displays and accent landscaping and are described in greater detail on pages 51</td>
<td>The Specific Plan is generally consistent with this TVDG Design Element. The realigned segment of Temescal Canyon Road that traverses the center of the commerce center features a curbed and landscaped center median with a maximum width of 28 feet, except along short segments where a double or triple left turn lane is required, which preclude a landscaped center median. A 6-foot-wide sidewalk is located on the east side of the road, and a 5-foot-wide trail is located on the west side of the road. A Class III bikeway is located on both sides of the roadway. The sidewalk and trail will link with pedestrian path systems planned interior to the commerce center site to promote aesthetic and health goals. Pedestrian activity is anticipated</td>
</tr>
</tbody>
</table>
Due to the nature of the commerce center’s light industrial land uses and the anticipated traffic volumes and patterns of those uses, the on-site segment of Temescal Canyon Road would carry heavy truck traffic, making a regional trail more enjoyable along the site’s open space interface. The Specific Plan designs the regional trail to veer from Temescal Canyon Road and be positioned in a manufactured slope between the development areas and the MSHCP Reserve. The regional trail is designed to connect with Temescal Canyon Road near the Mayhew Wash and Coldwater Canyon Wash where Temescal Canyon Road crosses the flood control channels with a bridge, where connections would be made to the off-site regional trail system. Additionally, two community trail segments are proposed along the on-site flood control channels, sharing a County service road. Pedestrians using the community trail segments and the portions of the regional trail where it veers away from the Temescal Canyon Road would be removed from roadway traffic conflicts.

Viewing/rest areas, and turnouts for historic plaques, sites, and kiosks are not specifically proposed along the on-site segment of Temescal Canyon Road, but are not precluded by this Specific Plan.

<table>
<thead>
<tr>
<th>TVDG Page Number</th>
<th>TVDG Design Elements</th>
<th>Project Consistency Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
<td>Historical Sites - Serrano Tanning Vats and Commemorative Plaque: These important remnants of the area’s Spanish colonial heritage will be displayed within a graveled circular area near the corner of Temescal Canyon Road and Dawson Canyon Road. This location will be disturbed by future road construction, and the remnants must be moved to a convenient nearby location. The new</td>
<td>The Specific Plan is generally consistent with this TVDG Design Element. The Serrano Tanning Vats are California Historic Landmark No. 186 and are currently located on the commerce center property. The vats were dismantled in 1967 and moved to their present location in 1980. As required by EIR No. 492, the vats will be moved to ensure their permanent preservation either inside or</td>
</tr>
<tr>
<td></td>
<td>to 53.”</td>
<td>within the commerce center and outdoor employee break and amenity areas will complement the pedestrian system.</td>
</tr>
</tbody>
</table>

The Specific Plan is generally consistent with this TVDG Design Element. The Serrano Tanning Vats are California Historic Landmark No. 186 and are currently located on the commerce center property. The vats were dismantled in 1967 and moved to their present location in 1980. As required by EIR No. 492, the vats will be moved to ensure their permanent preservation either inside or
SERRANO COMMERCE CENTER

IV. DESIGN GUIDELINES

TVDG PAGE NUMBER | TVDG DESIGN ELEMENTS | PROJECT CONSISTENCY ANALYSIS
--- | --- | ---

location will be made into a park-like setting. Accent, low-voltage lighting, accent trees and picnic tables will encourage people to congregate and enjoy the display and the outdoors. Visibility will be enhanced by a wide corner setback where the multi-purpose trail and sidewalk meet a stylized, vertical historical marker (Exhibit 59).

outside of the Specific Plan boundary. Although the exact future location of the relocated vats is unknown, it is expected to be near the original location. The Specific Plan does not preclude the vats from being relocated outside of the Specific Plan boundary near the intersection of Temescal Canyon Road and Dawson Canyon Road as called for by the TVDG, if that location is found to be suitable by Riverside County, the property owner, and the California Office of Historic Preservation. The vats also could be relocated inside the Specific Plan boundary. Regardless, when the vats are moved, a plaque will be displayed at the original location to give a description of the site’s importance and information about where the vats can be viewed.

Inconsistent Elements and Elements That Do Not Apply

26 | **Street Signs:** “The distinctive street signs of Temescal Valley will feature the community logo centered above the street name and number. Using the warm and natural colors of the Valley, the sign is of a beige base color with brown trim set off from a dark, rust-brown stylized street post.” | Street sign design is not discussed in the Specific Plan, as street signs are posted by Riverside County. Use of the logo on street signs is not prohibited by the Specific Plan.

25 | **Street Lights and Posts:** “Accent Street lights – Vintage, lantern-style street lights placed on a stylized, dark-brown metallic post will add a distinctive element to the streetscape. The pedestrian-scale light posts will be complemented by the lighter, beige and brown street signs containing the community logo. The overall effect is one of quaint rural charm. White rail fences, regionally-appropriate theme trees, low-lying, drought-tolerant shrubs will provide visual continuity to the street scene.” | Standards for outdoor lighting in the interior of the commerce center are included in Specific Plan Section IV.C.7.2, *Outdoor Lighting*. The style of street lights along Temescal Canyon Road is not discussed in the Specific Plan and will be determined when street improvement plans are prepared for approval by Riverside County. Standards for streetscape landscaping, including a palette of appropriate street trees and other plant materials are included in Table 4-5, *Temescal Canyon Road Plant Palette.*

The street lights, street posts, and white rail fencing examples illustrated in the
<table>
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</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>Butterfield Stage Route Plaques</td>
<td>Plaques are not discussed in the Specific Plan; however, the posting of Butterfield Stage Route plaques along Temescal Canyon Road is not prohibited by the Specific Plan should the County wish to display such plaques.</td>
</tr>
<tr>
<td>29</td>
<td>Primary Community Entry Monuments</td>
<td>This TVDG Design Element does not apply to the Specific Plan because the suggested locations of community entry monuments are outside of the Specific Plan boundary.</td>
</tr>
<tr>
<td>35</td>
<td>Secondary Entry Monuments</td>
<td>This TVDG Design Element does not apply to the Specific Plan because the suggested locations of secondary entry monuments are outside of the Specific Plan boundary.</td>
</tr>
<tr>
<td>44 – 48</td>
<td>Theme Road B – Knabe Street/Triology Parkway; Theme Road C – Campbell Ranch/De Palma Road; Theme Road D – Mountain Road Landscaping</td>
<td>This TVDG Design Element does not apply to the Specific Plan because these roads are not located within the Specific Plan boundary.</td>
</tr>
</tbody>
</table>
V. ZONING ORDINANCE
ORDINANCE NO. 348.4709

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 Official Zoning Plan Map No. 2., as amended, are further amended by placing in effect in the Glen Ivy Zoning Area, the zone or zones as shown on the map entitled “Change of Official Zoning Plan Amending Ordinance No. 348, Map No. 2.2328, Change of Zone Case No. 7365”, which map is made a part of this ordinance.

Section 2. Article XVIIa of Ordinance No. 348 is amended by adding thereto a new Section 17.116 to read as follows:

Section 17.116 SP ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC PLAN NO. 353.

a. Planning Area 1.

(1) The uses permitted in Planning Area 1 of Specific Plan No. 353 shall be the same as those uses permitted in Article IXb, Section 9.50. of Ordinance No. 348, except that the uses permitted pursuant to Section 9.50.a. (30), (55), (61), (64), (75); b.(7) and (9) shall not be permitted. Additionally, hospitals and clinics shall be prohibited.

(2) The development standards for Planning Area 1 of Specific Plan No. 353 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348, with the exception of the following standards:

A. Roof-Mounted Equipment: All roof-mounted mechanical equipment shall be screened from the ground elevation view from the adjacent public roadway and Interstate 15.
B. Signage: All signage shall be in conformance to the Serrano Commerce Center Specific Plan No. 353 Comprehensive Signage Program, as approved by the Riverside County Planning Department.

C. Outside Storage: If a non-screened outdoor general retail area is proposed, the exhibit area shall be identified on the plot plan and shall be set back a minimum of ten feet (10') from the street line.

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

b. Planning Area 2.

(1) The uses permitted in Planning Area 2 of Specific Plan No. 353 shall be the same as those permitted in Article X, Section 10.1. of Ordinance No. 348, except that the uses permitted pursuant to Section 10.1.a.(2) (k) and (l); b.(1) and (2) shall not be permitted.

(2) The development standards for Planning Area 2 of Specific Plan No. 353 shall be the same as those standards identified in Article X, Section 10.4 of Ordinance No. 348, with the exception of the following standards:

A. Minimum Yard Requirements: If the front of a structure is adjacent to a street, the front setback shall be twenty-five feet (25') from the street line. If the front of a structure is adjacent to a non-residential land uses, there shall be no minimum front setback. The rear setback shall be fifteen feet (15'). If a side of a structure is adjacent to a street, the side setback shall be twenty-five feet (25') from the street line. If the side of a structure is adjacent to a non-residential land uses, there shall be no minimum side setback.

B. Minimum Lot Dimensions: There shall be no minimum lot area and no minimum average lot width.
C. Roof-Mounted Equipment: All roof-mounted mechanical equipment shall be screened from the ground elevation view from the adjacent public roadway, including Interstate 15.

D. Signage: All signage shall be in conformance to the Serrano Commerce Center Specific Plan No. 353 Comprehensive Signage Program, as approved by the Riverside County Planning Department.

E. Outside Storage: If a non-screened outdoor general retail area is proposed, the exhibit area shall be identified on the plot plan and shall be set back minimum of ten feet (10’) from the street line.

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

c. Planning Areas 3, 4, 5, 6, 7, 8, 9, 10 and 11.

(1) The uses permitted in Planning Areas 3, 4, 5, 6, 7, 8, 9, 10 and 11 of Specific Plan No. 353 shall be the same as those uses permitted in Article X, Section 10.1. of Ordinance No. 348, except that the uses permitted pursuant to Section 10.1.a.(2) (k) and (l); b.(1) and (2) shall not be permitted.

(2) The development standards for Planning Areas 3, 4, 5, 6, 7, 8, 9, 10 and 11 of Specific Plan No. 353 shall be the same as those standards identified in Article X, Section 10.4 of Ordinance No. 348, with the exception of the following standards:

A. Minimum Yard Requirements: If the side of a structure is adjacent to a street, the side setback shall be twenty-five feet (25’) from the street line. If the side of a structure is adjacent to a non-residential uses, there shall be no minimum side setback.
B. Building Height: The maximum building height shall be fifty feet (50’), unless an exception pursuant to Section 18.34 of Ordinance No. 348 is obtained.

C. Roof-Mounted Equipment: All roof-mounted mechanical equipment shall be screened from the ground elevation view from the adjacent public roadway, including Interstate 15.

D. Signage: All signage shall be in conformance to the Serrano Commerce Center Specific Plan No. 353 Comprehensive Signage Program, as approved by the Riverside County Planning Department.

E. Outside Storage: If a non-screened outdoor general retail area is proposed, the exhibit area shall be identified on the plot plan and shall be set back a minimum of ten feet (10’) from the street line.

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

d. Planning Area 12.

(1) The uses permitted in Planning Area 12 of Specific Plan No. 353 shall be the same as those uses permitted in Article XVI, Section 16.1 of Ordinance No. 348, except that the uses permitted pursuant to Section 16.2.a. (1), (2), (3), (4), (5), (6), (7); b. (1), (2), (3), (4), (5), (6), (8), (9); c. (1) and (2); d. (1); and e. shall not be permitted. In addition, the permitted uses identified under Section 16.2 also shall include Open Space-Cconservation.

(2) The development standards for Planning Area 12 of Specific Plan No. 353 shall be the same as those standards identified in Article XVI, Section 16.4 of Ordinance No. 348.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article XVI of Ordinance No. 348.
e. Planning Areas 13A, 13B, 13C and 13D.

(1) The uses permitted in Planning Areas 13A, 13B, 13C and 13D of Specific Plan No. 353 shall be the same as those uses permitted in Article XVI, Section 16.1 of Ordinance No. 348, except that the uses permitted pursuant to Section 16.2.a.(1), (2), (3), (4), (5), (7); b.(1), (2), (3), (4), (5), (6), (8), (9); c.(1) and (2); d. (1); and e. shall not be permitted. In addition, the permitted uses identified under Section 16.2 also include Open Space-Water, including flood control channels.

(2) The development standards for Planning Areas 13A, 13B, 13C and 13D of Specific Plan No. 353 shall be the same as those standards identified in Article XVI, Section 16.4 of Ordinance No. 348.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article XVI 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: [Signature]
Chairman, Board of Supervisors
Marion Ashley

ATTEST: Kecia Harper-Ithem
CLERK OF THE BOARD
By: [Signature]
Deputy

(Seal)

APPROVED AS TO FORM
April 28, 2010

By: [Signature]
MICHELLE CLACK
Deputy County Counsel
I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said county held on September 28, 2010, the foregoing ordinance consisting of 3 Sections was adopted by the following vote:

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

DATE: September 28, 2010

KECIA HARPER-IHEM
Clerk of the Board

BY: DEPUTY

SEAL

Item 3.72
GLEN IVY AREA
PORTIONS OF SECTIONS 34 & 35, TOWNSHIP 4 SOUTH, RANGE 6 WEST, S.B.M.
AND A PORTION OF SECTION 2, TOWNSHIP 5 SOUTH, RANGE 6 WEST, S.B.M.

SP ZONE
(SP353)

T.48. R.S.W. 34
T.58. R.S.W. 3 2

CHANGE OF OFFICIAL ZONING PLAN
AMENDING
MAP NO. 2, ORDINANCE NO. 348
CHANGE OF ZONE CASE NO. 7385

ADOPTED BY ORDINANCE NO. 348.4709
SEPTEMBER 28, 2010
RIVERSIDE COUNTY BOARD OF SUPERVISORS

APP'S:
263-146-002, 263-200-010, 002, 004, 263-140-006
290-060-013, 014, 284-00-005, 290-050-006
284-060-002, 285-050-026

SCALE: 1" = 400'
VI. IMPLEMENTATION
VI. IMPLEMENTATION

A. IMPLEMENTATION OF SPECIFIC PLAN NO. 353

Approval of the SERRANO COMMERCE CENTER SPECIFIC PLAN No. 353 indicates acceptance by the Riverside County Board of Supervisors of a general framework of development for the 489.28-acre property. Part of that framework establishes specific development standards that constitute the zoning regulations for the SERRANO COMMERCE CENTER SPECIFIC PLAN. It is further anticipated that this Specific Plan will be implemented through a series of final parcel maps, plot plans, and conditional use permits, which shall be reviewed and approved by the Riverside County Planning Department and the appropriate hearing body to ensure consistency with this Specific Plan.

A.1Parcel Maps

Parcel maps are employed to implement a Specific Plan by subdividing land into smaller parcels. A parcel map application generally includes the following items:

(a) Lot lines and dimensions of each parcel.

(b) Street improvement cross-sections.

(c) Locations, dimensions, and heights of existing and proposed structures in the development area.

(d) Preliminary grading plans, including all cut/fill slopes to scale with slope ratios and slope setbacks from structures and property lines, the elevations of all individual building pads, the elevations at the perimeter of the subdivision, conceptual drainage facilities, existing topography and the relationship to adjoining land and development, and any existing grading.

(e) Location, widths, and improvements of existing and proposed public utility easements, transmission lines, power and telephone poles, and underground utilities on or abutting the property.

The Riverside County Planning Department's parcel map application and check list includes a comprehensive list of required information for parcel maps.

A.2Plot Plans and Conditional Use Permits

Plot plans are similar to parcel maps in that a plot plan also implements a Specific Plan; however, a plot plan provides a detailed description of how each parcel will be developed. Conditional use permits allow the County to consider special uses that are not allowed as a matter of right within a zoning district, therefore providing flexibility within a zoning ordinance. Consideration of a conditional use permit is thus a discretionary action. The plot plan application and conditional use permit application generally contains the following information:

(a) Location of each existing and proposed structure in the development area and the use or uses to be contained therein.
(b) Location of all pedestrian walks, outdoor employee break areas, plazas, and recreation areas.

(c) Location and height of all walls, fences and screen planting, including a plan for the landscaping andsurfacing of the project.

(d) Plans and elevations of typical structures that indicate architectural type and construction standards.

The Riverside County Planning Department's plot plan and conditional use permit applications and check lists include comprehensive descriptions of required information for both of these actions.

A.3 FINAL MAPS

After a parcel map or a plot plan receives its tentative approval, the applicant is given a period of time to provide the final improvement plans for streets, utilities, grading, landscaping, and all final conditions of approval prior to commencing construction.

B. MODIFICATIONS TO SPECIFIC PLAN NO. 353

It is anticipated that certain modifications to the Specific Plan text, exhibits, and/or project may be necessary during development of the SERRANO COMMERCE CENTER. Any modifications to the Specific Plan shall occur in accordance with the subsequent application process described in this section.

Modifications to the Specific Plan may occur through two separate processes, known as “Substantial Conformance” and “Formal Amendments.” In both cases, the proposed modifications must be found to be in considerable conformance with the goals and standards of the SERRANO COMMERCE CENTER SPECIFIC PLAN. Modifications to the Specific Plan may be requested at any time pursuant to California Government Code §65453(a).

The first category, “Substantial Conformance,” allows for minor changes to the Specific Plan without a public hearing and may be approved by the Director of the Riverside County Planning Department. Proposed amendments deemed to be minor modifications, as defined herein, will be processed administratively by the Administrative Review process. All other proposed changes are considered “Formal Amendments” and are required to be reviewed for approval by the Planning Commission and the Board of Supervisors. If the amendment is deemed major by the Planning Director, it will be processed in the same manner as the original Specific Plan. Depending on the nature of the proposed Specific Plan Amendment, a supplemental analysis may be required, pursuant to the California Environmental Quality Act (CEQA) §15162.

B.1 SUBSTANTIAL CONFORMANCE

Upon determination by the Director of the Riverside County Planning Department, certain modifications to the Specific Plan text, graphics, and/or project design may not require a Formal Amendment (i.e., through public hearing). The following minor modifications to the Specific Plan do not require a Specific Plan Amendment and are subject to review and approval by the Director of the Riverside County Planning Department. The Director of the Riverside County Planning
Department shall retain the discretion to refer any such request for modification to the Planning Commission.

- Changes to the target building square footage for each Planning Area provided that the overall maximum square footage within this Specific Plan (6,773,144 s.f.) is not exceeded.

- Expansions or reductions of the net acreage covered by a given Planning Area within the Specific Plan by no more than 10% of that stated within this Specific Plan.

- Modification of design criteria such as paving treatments, architectural details, landscape treatments, fencing, lighting, and entry treatments.

- Implementation of additional landscape treatments.

- Changes in utility and/or infrastructure servicing agency for the project.

- Landscape, wall material, wall alignment, and streetscape modifications which are consistent with the design guidelines contained in this Specific Plan as determined by the Planning Department.

- Modifications to Architectural Design Guidelines, such as variation of materials within the particular architectural style and minor variations in colors.

- Revisions to this Specific Plan text and graphics which do not substantially change the intent of the SERRANO COMMERCE CENTER SPECIFIC PLAN.

- Modifications to architecture, plotting, and building size that have been previously reviewed and approved through the design review process.

- Specific modifications of a similar nature to those listed above, which are deemed minor by the Director of the Riverside County Planning Department, which are in keeping with the intent of this Specific Plan and which are in conformance with the Riverside County General Plan.

- Any other proposed changes that are determined by the Director of the Riverside County Planning Department to be minor modifications.

### B.2 FORMAL AMENDMENTS

All Specific Plan modifications which do not meet the criteria of a Substantial Conformance as defined in this section or as determined by the Director of the Riverside County Planning Department shall be deemed to require a Formal Amendment. This Specific Plan was prepared pursuant to California Government Code §65450, *et. seq.* Amendments to the Specific Plan shall be processed in accordance with the applicable requirements of the law, which include California Government Code §65450, *et. seq.* and Chapter XVIIa, Section 17.25, of the Riverside County Zoning Ordinance (Ordinance No. 348).
B.3 Effective Date

All Formal Amendments, as defined in this Section and that are adopted by ordinance, shall take effect immediately after final adoption by the Riverside County Board of Supervisors.

C. Construction Timing, Maintenance Responsibility, and Financing Mechanisms

Table 6-1, *Construction Timing, Maintenance Responsibility, and Financing Mechanism Matrix*, provides a summary of the phasing of key infrastructure improvements within the Specific Plan. Table 6-1 also identifies the responsible party/parties for construction and maintenance of each of these improvements. Lastly, this table lists the potential public and/or private financing mechanisms for these improvements.
<table>
<thead>
<tr>
<th>FACILITY</th>
<th>TRIGGER</th>
<th>RESPONSIBLE PARTIES FOR CONSTRUCTION</th>
<th>RESPONSIBLE PARTIES FOR MAINTENANCE</th>
<th>FINANCING MECHANISM OPTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage and Flood Control Improvements (Refer to Figure 2-7, Conceptual Drainage and Phasing Plan)</td>
<td>Phase 1</td>
<td>Master Developer and Property Owner(s) of Planning Areas 13A and 13B</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>Private Funding</td>
</tr>
<tr>
<td>Flood Control Channel in Planning Areas 13A and 13B</td>
<td>Prior to the issuance of the 1st building permit.</td>
<td>Master Developer and Property Owner(s) of Planning Areas 13A and 13B</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>CFD</td>
</tr>
<tr>
<td>Flood Control Channel in Planning Areas 13C and 13D</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8, 9, 10, and 11.</td>
<td>Property Owner(s) of Planning Areas 8, 9, 10, and 11.</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>Private Funding</td>
</tr>
<tr>
<td>Storm Drain Line “A”</td>
<td>Prior to the issuance of the 1st building permit.</td>
<td>Master Developer and Property Owner(s) of Planning Areas 1 and 6</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>Private Funding</td>
</tr>
<tr>
<td>Storm Drain Line “C” east of Temescal Canyon Road and associated inlet structure to the Planning Area 13A Flood Control Channel</td>
<td>Concurrent with the construction of Street “A” and prior to the issuance of the 1st building permit in Planning Areas 5, 6, and 7.</td>
<td>Property Owner(s) of Planning Areas 5, 6, and 7</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>Private Funding</td>
</tr>
<tr>
<td>Storm Drain Line “D” adjacent to Planning Area 12 and associated outlet structure to the Temescal Wash</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 6 and 7.</td>
<td>Property Owner of Planning Areas 6 and 7</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>Private Funding</td>
</tr>
<tr>
<td>Storm Drain Line “E” east of Temescal Canyon Road and associated outlet structure to the Temescal Wash</td>
<td>Concurrent with the construction of Street “A” and prior to the issuance of the 1st building permit in Planning Areas 5 and 6.</td>
<td>Property Owner(s) of Planning Areas 5 and 6</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>Private Funding</td>
</tr>
<tr>
<td>Storm Drain Line “G” east of Temescal Canyon Road and associated detention basin and outlet structure to the Temescal Wash</td>
<td>Concurrent with the construction of Street “D” and prior to the issuance of the 1st building permit in Planning Areas 9 and 10.</td>
<td>Property Owner(s) of Planning Areas 9 and 10</td>
<td>Line “G”: Riverside County Flood Control and Water Conservation District Detention Basin: Property Owners’ Association</td>
<td>Private Funding</td>
</tr>
<tr>
<td>Storm Drain Line “H” and associated detention basin and outlet structure to the Temescal Wash</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8, 9, and 10.</td>
<td>Property Owner(s) of Planning Areas 8, 9, and 10</td>
<td>Line “H”: Riverside County Flood Control and Water Conservation District Detention Basin: Property</td>
<td>Private Funding</td>
</tr>
<tr>
<td>FACILITY</td>
<td>TRIGGER</td>
<td>RESPONSIBLE PARTIES FOR CONSTRUCTION</td>
<td>RESPONSIBLE PARTIES FOR MAINTENANCE</td>
<td>FINANCING MECHANISM OPTIONS</td>
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<tr>
<td>Storm Drain Line “I” and associated detention basin and inlet structure to the Planning Area 13D Flood Control Channel</td>
<td>Concurrent with the construction of Temescal Canyon Road and prior to the issuance of the 1st building permit in Planning Areas 9 and 10.</td>
<td>Property Owner(s) of Planning Areas 9 and 10</td>
<td>Line “I”: Riverside County Flood Control and Water Conservation District Detention Basin: Property Owners’ Association</td>
<td>CFD Private Funding</td>
</tr>
<tr>
<td>Stormwater Recovery and Storage Program (SWRSP) in Planning Areas 5 and 6 (Optional)</td>
<td>If the SWRSP is constructed, it shall be constructed during mass grading of Phase 1 of development.</td>
<td>Master Developer and all Property Owner(s) with property tributary to the SWRSP</td>
<td>Property Owners Association</td>
<td>Private Funding</td>
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<tr>
<td><strong>Phase 2</strong></td>
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<tr>
<td>Storm Drain Line “B”</td>
<td>Prior to the issuance of the 1st building inspection permit in Planning Area 2.</td>
<td>Property Owner(s) of Planning Area 2</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>CFD Private Funding</td>
</tr>
<tr>
<td>Storm Drain Line “D” east of Temescal Canyon Road</td>
<td>Concurrent with the construction of Street “C” and prior to the issuance of the 1st building permit in Planning Area 7.</td>
<td>Property Owner(s) of Planning Area 7</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>CFD Private Funding</td>
</tr>
<tr>
<td>Storm Drain Lines “F” and “G” and associated detention basin</td>
<td>Prior to the issuance of the 1st building permit in Planning Area 8.</td>
<td>Property Owner(s) of Planning Area 8</td>
<td>Lines “F” and “G”: Riverside County Flood Control and Water Conservation District Detention Basin: Property Owners’ Association</td>
<td>CFD Private Funding</td>
</tr>
<tr>
<td>Detention/Water Quality Basin in Planning Area 1</td>
<td>Prior to the issuance of the 1st building permit in Planning Area 1.</td>
<td>Property Owner(s) of Planning Area 1</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>Private Funding CFD</td>
</tr>
<tr>
<td><strong>Phase 3</strong></td>
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<tr>
<td>Storm Drain Line “C” west of Temescal Canyon Road</td>
<td>Concurrent with the construction of Street “B” and prior to the issuance of the 1st building permit in Planning Areas 2 and 3.</td>
<td>Property Owner(s) of Planning Areas 2 and 3</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>CFD Private Funding</td>
</tr>
<tr>
<td>Storm Drain Line “E” west of</td>
<td>Concurrent with the construction</td>
<td>Property Owner(s) of Planning</td>
<td>Riverside County Flood Control and Water Conservation District</td>
<td>CFD</td>
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</tbody>
</table>
## VI. IMPLEMENTATION

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>TRIGGER</th>
<th>RESPONSIBLE PARTIES FOR CONSTRUCTION</th>
<th>RESPONSIBLE PARTIES FOR MAINTENANCE</th>
<th>FINANCING MECHANISM OPTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temescal Canyon Road</td>
<td>of Street “B” and prior to the issuance of the 1&lt;sup&gt;st&lt;/sup&gt; building permit in Planning Areas 2, 3, and 4.</td>
<td>Areas 2, 3, and 4</td>
<td>Control and Water Conservation District</td>
<td>Private Funding</td>
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<tr>
<td><strong>Phase 4</strong></td>
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<tr>
<td>Storm Drain Line “D” west of Temescal Canyon Road</td>
<td>Concurrent with the construction of Street “B” and prior to the issuance of the 1&lt;sup&gt;st&lt;/sup&gt; building permit in Planning Area 3.</td>
<td>Property Owner(s) of Planning Area 3</td>
<td>Riverside County Flood Control and Water Conservation District</td>
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<td>Private Funding</td>
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<td><strong>Phase 5</strong></td>
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<tr>
<td>Extension of Storm Drain Line “D” west of Temescal Canyon Road</td>
<td>Prior to the issuance of the 1&lt;sup&gt;st&lt;/sup&gt; building permit in Planning Area 4.</td>
<td>Property Owner(s) of Planning Area 4</td>
<td>Riverside County Flood Control and Water Conservation District</td>
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<td>Private Funding</td>
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<tr>
<td><strong>Sanitary Sewer Improvements (Refer to Figure 2-9, Conceptual Sewerage Plan and Phasing Plan)</strong></td>
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<tr>
<td><strong>Phase 1</strong></td>
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<tr>
<td>Sewer lines (8-inch and 15-inch) in a portion of Temescal Canyon Road north of “A” Street, in Street “C,” and in Planning Areas 5 and 6</td>
<td>Prior to the issuance of the 1&lt;sup&gt;st&lt;/sup&gt; building permit in Planning Areas 1, 2, 3, 4, 5, 6, or 7.</td>
<td>Property Owner(s) of Planning Areas 1 through 11</td>
<td>Lee Lake Water District</td>
<td>CFD</td>
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<td>Private Funding</td>
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<tr>
<td>Force Main beneath Temescal Canyon Road south of Street “C”; associated pump station in Planning Area 9; and sewer line in a portion of Temescal Canyon Road south of Street “D”</td>
<td>Prior to the issuance of the 1&lt;sup&gt;st&lt;/sup&gt; building permit in Planning Areas 8, 9, 10, or 11.</td>
<td>Property Owner(s) of Planning Areas 8, 9, 10, and 11</td>
<td>Lee Lake Water District</td>
<td>CFD</td>
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<td>Private Funding</td>
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<tr>
<td>Sewer lines (8-inch) in Street “D”</td>
<td>Prior to the issuance of the 1&lt;sup&gt;st&lt;/sup&gt; building permit in Planning Area 9.</td>
<td>Property Owner(s) of Planning Area 9</td>
<td>Lee Lake Water District</td>
<td>CFD</td>
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<td>Private Funding</td>
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<tr>
<td>Sewer lines (8-inch) in Street “E”</td>
<td>Prior to the issuance of the 1&lt;sup&gt;st&lt;/sup&gt; building permit in Planning Areas 8, 9, 10, or 11.</td>
<td>Property Owner(s) of Planning Areas 8, 9, 10, and 11</td>
<td>Lee Lake Water District</td>
<td>CFD</td>
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<td>Private Funding</td>
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<td><strong>Phase 2</strong></td>
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## VI. IMPLEMENTATION

<table>
<thead>
<tr>
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<th>FINANCING MECHANISM OPTIONS</th>
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<tbody>
<tr>
<td><strong>No Sanitary Sewer Improvements are required in Phase 2.</strong></td>
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<td><strong>Phase 3</strong></td>
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</tbody>
</table>
| Sewer lines (8-inch and 15-inch) in a portion of Temescal Canyon Road north of “A” Street and in a portion of Street “B.” | Prior to the issuance of the 1st building permit in Planning Areas 2 or 3. | Property Owner(s) of Planning Areas 2 and 3 | Lee Lake Water District | CFD  
Private Funding |
| **Phase 4** | | | | |
| Sewer line (8-inch) in a portion of Street “B.” | Prior to the issuance of the 1st building permit in Planning Areas 3 or 4. | Property Owner(s) of Planning Areas 3 and 4 | Lee Lake Water District | Sewer line (8-inch) in a portion of Street “B.” |
| **Phase 5** | | | | |
| **No Sanitary Sewer Improvements are required in Phase 5.** | | | | |

**Domestic Water Improvements (Refer to Figure 2-8, Conceptual Water Plan and Phasing Plan)**

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<tr>
<th>Phase 1</th>
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<tbody>
<tr>
<td>Wild Rose Reservoir II</td>
<td>Prior to the issuance of the 1st building permit in Phase 1 of development.</td>
<td>Lee Lake Water District</td>
<td>Lee Lake Water District</td>
<td>CFD</td>
</tr>
</tbody>
</table>
| Domestic Water Line (20-inch) in Temescal Canyon Road and Old Temescal Canyon Road South | Concurrent with the construction of Temescal Canyon Road and prior to the issuance of the 1st building permit in Phase 1 of development. | All Property Owners | Lee Lake Water District | Private Funding  
CFD |
| Domestic Water Line (14-inch) in Street “A” | Concurrent with the construction of Street “A” and prior to the issuance of the 1st building permit in Planning Areas 5 and 6. | Property Owner(s) of Planning Areas 5 and 6 | Lee Lake Water District | CFD  
Private Funding |
| **Phase 2** | | | | |
| Domestic Water Lines (14-inch) in Street “D” | Prior to the issuance of the 1st building permit in Planning Area 9. | Property Owner(s) of Planning Area 9 | Lee Lake Water District | CFD  
Private Funding |
| Domestic Water Lines (14-inch) in Street “E” | Prior to the issuance of the 1st building permit in Planning Areas 8 or 10. | Property Owner(s) of Planning Areas 8 and 10 | Lee Lake Water District | CFD  
Private Funding |
| **Phase 3** | | | | |
| Domestic Water Lines (14-inch) in Street “B” | Prior to the issuance of the 1st building permit in Planning Areas 2, 3, or 4. | Property Owner(s) of Planning Areas 2, 3, and 4 | Lee Lake Water District | CFD  
Private Funding |
<table>
<thead>
<tr>
<th>FACILITY</th>
<th>TRIGGER</th>
<th>RESPONSIBLE PARTIES FOR CONSTRUCTION</th>
<th>RESPONSIBLE PARTIES FOR MAINTENANCE</th>
<th>FINANCING MECHANISM OPTIONS</th>
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<tbody>
<tr>
<td><strong>Phases 4 and 5</strong></td>
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<tr>
<td>No Domestic Water Improvements are required in Phases 4 and 5.</td>
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<tr>
<td><strong>On-Site Public Roadway Improvements (Refer to Figure 2-5, Conceptual Roadway Construction and Traffic Signal Phasing Plan)</strong></td>
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<tr>
<td><strong>Phase 1</strong></td>
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<tr>
<td>Old Temescal Canyon Road North Improvements</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 1, 2, 3, 4, 5, 6, and 7.</td>
<td>Property Owner(s) of Planning Areas 1, 2, 3, 4, 5, 6, and 7 and/or Riverside County</td>
<td>Riverside County Transportation Department</td>
<td>TUMF Fees</td>
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<td>Public/Private Partnership</td>
</tr>
<tr>
<td>Old Temescal Canyon Road South Improvements</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8, 9, 10, or 11.</td>
<td>Property Owner(s) of Planning Areas 8, 9, 10, and 11 and/or Riverside County</td>
<td>Riverside County Transportation Department</td>
<td>TUMF Fees</td>
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<td>CFD</td>
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<td>Public/Private Partnership</td>
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<tr>
<td>Street “A”</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 5 or 6.</td>
<td>Property Owner(s) of Planning Areas 5 and 6.</td>
<td>Riverside County Transportation Department</td>
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<td>Private Funding</td>
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<tr>
<td>Street “C”</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 6 or 7.</td>
<td>Property Owner(s) of Planning Areas 6 and 7.</td>
<td>Riverside County Transportation Department</td>
<td>CFD</td>
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<td>Private Funding</td>
</tr>
<tr>
<td>Street “D”</td>
<td>Prior to the issuance of the 1st building permit in Planning Area 9.</td>
<td>Property Owner(s) of Planning Area 9.</td>
<td>Riverside County Transportation Department</td>
<td>CFD</td>
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<td>Private Funding</td>
</tr>
<tr>
<td>Street “E”</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8 or 10.</td>
<td>Property Owner(s) of Planning Areas 8 and 10.</td>
<td>Riverside County Transportation Department</td>
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<td>Private Funding</td>
</tr>
<tr>
<td>Portion of Temescal Canyon Road (two northbound and two southbound lanes)</td>
<td>Prior to the issuance of the 1st building permit for Phase 1 of development.</td>
<td>All Property Owners and/or Riverside County</td>
<td>Riverside County Transportation Department</td>
<td>TUMF Fees</td>
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<td>Public/Private Partnership</td>
</tr>
<tr>
<td>Temescal Canyon Road Bridge (crosses over Planning Areas 13A and 13B)</td>
<td>Prior to the issuance of the 1st building permit for Phase 1 of development.</td>
<td>All Property Owners and/or Riverside County</td>
<td>Riverside County Transportation Department</td>
<td>TUMF Fees</td>
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<td>Public/Private Partnership</td>
</tr>
<tr>
<td>Traffic signal located at the intersection of Old Temescal</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 1, 2, 3, 4, 5, 6, and 7.</td>
<td>Property Owner(s) of Planning Areas 1, 2, 3, 4, 5, 6, and 7</td>
<td>Riverside County Transportation Department</td>
<td>Traffic Signal Mitigation Fees</td>
</tr>
<tr>
<td>FACILITY</td>
<td>TRIGGER</td>
<td>RESPONSIBLE PARTIES FOR CONSTRUCTION</td>
<td>RESPONSIBLE PARTIES FOR MAINTENANCE</td>
<td>FINANCING MECHANISM OPTIONS</td>
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<tr>
<td>Canyon Road North and Temescal Canyon Road</td>
<td>1, 2, 3, 4, 5, 6, and 7.</td>
<td>and/or Riverside County</td>
<td></td>
<td>CFD</td>
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<tr>
<td>Traffic signal located at the intersection of Old Temescal Canyon Road South and Temescal Canyon Road</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8, 9, 10, or 11.</td>
<td>Property Owner(s) of Planning Areas 8, 9, 10, and 11 and/or Riverside County</td>
<td>Riverside County Transportation Department</td>
<td>Traffic Signal Mitigation Fees</td>
</tr>
<tr>
<td>Traffic signal located at the intersection of Street “A,” Street “B,” and Temescal Canyon Road</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 1, 2, 3, 4, 5, 6, and 7.</td>
<td>Property Owner(s) of Planning Areas 1, 2, 3, 4, 5, 6, and 7 and/or Riverside County</td>
<td>Riverside County Transportation Department</td>
<td>Traffic Signal Mitigation Fees</td>
</tr>
<tr>
<td>Traffic signal located at the intersection of Street “B,” Street “C,” and Temescal Canyon Road</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 1, 2, 3, 4, 5, 6, and 7.</td>
<td>Property Owner(s) of Planning Areas 1, 2, 3, 4, 5, 6, and 7 and/or Riverside County</td>
<td>Riverside County Transportation Department</td>
<td>Traffic Signal Mitigation Fees</td>
</tr>
<tr>
<td>Traffic signal located at the intersection of Street “D,” Street “E,” and Temescal Canyon Road</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8, 9, 10, or 11.</td>
<td>Property Owner(s) of Planning Areas 8, 9, 10, and 11 and/or Riverside County</td>
<td>Riverside County Transportation Department</td>
<td>Traffic Signal Mitigation Fees</td>
</tr>
<tr>
<td>Phase 2</td>
<td></td>
<td></td>
<td></td>
<td>TUMF Fees</td>
</tr>
</tbody>
</table>

**Portion of Temescal Canyon Road (third southbound lane and third northbound lane north of the road’s)**

Prior to the issuance of a building permit that causes the total building square footage of the Serrano Commerce Center to

All Property Owners and/or Riverside County

Riverside County Transportation Department

CFD
### VI. Implementation

<table>
<thead>
<tr>
<th>Facility</th>
<th>Trigger</th>
<th>Responsible Parties for Construction</th>
<th>Responsible Parties for Maintenance</th>
<th>Financing Mechanism Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection with Old Temescal Canyon Road North</td>
<td>Exceed 2,499,250 sq. ft.</td>
<td></td>
<td></td>
<td>Public/Private Partnership</td>
</tr>
<tr>
<td>Phase 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portion of Temescal Canyon Road (third northbound lane, south of the road’s intersection with Old Temescal Canyon Road North)</td>
<td>Prior to the issuance of a building permit for any building that causes the total built square footage of the Serrano Commerce Center to exceed 4,439,536 sq. ft.</td>
<td>All Property Owners and/or Riverside County</td>
<td>Riverside County Transportation Department</td>
<td>TUMF Fees, CFD, Public/Private Partnership</td>
</tr>
<tr>
<td>Street “B”</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 2, 3, or 4.</td>
<td>Property Owner(s) of Planning Areas 2, 3, and 4</td>
<td>Riverside County Transportation Department</td>
<td>CFD, Private Funding</td>
</tr>
<tr>
<td>Phases 4 and 5</td>
<td></td>
<td></td>
<td></td>
<td>No Public Roadway Improvements are required in Phases 4 and 5.</td>
</tr>
<tr>
<td>Open Space and Recreational Amenities (Refer to Figure 2-6, Conceptual Non-Vehicular Circulation Plan)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 1</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Conveyance of Planning Area 12 (Open Space – Conservation) to the Riverside Conservation Authority</td>
<td>Prior to the issuance of the 1st building permit in Phase 1 of development or as soon thereafter as feasible.</td>
<td>Property Owner(s) of Planning Area 12</td>
<td>Western Riverside County Regional Conservation Authority (RCA)</td>
<td>N/A</td>
</tr>
<tr>
<td>Sidewalk Along Old Temescal Canyon Road North</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 1, 2, 3, 4, 5, 6, and 7.</td>
<td>Riverside County and Property Owner(s) of Planning Areas 1, 2, 3, 4, 5, 6, and 7</td>
<td>Riverside County Transportation Department</td>
<td>Public/Private Partnership, including TUMF fees</td>
</tr>
<tr>
<td>Sidewalk Along Old Temescal Canyon Road South</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8, 9, 10, or 11.</td>
<td>Riverside County and Property Owner(s) of Planning Areas 8, 9, 10, and 11</td>
<td>Riverside County Transportation Department</td>
<td>Public/Private Partnership, including TUMF fees</td>
</tr>
<tr>
<td>Sidewalk Along Street “A”</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 5 or 6.</td>
<td>Property Owner(s) of Planning Areas 5 and 6</td>
<td>Riverside County Transportation Department</td>
<td>CFD, Private Funding</td>
</tr>
<tr>
<td>Sidewalk Along Street “C”</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 6 or 7.</td>
<td>Property Owner(s) of Planning Areas 6 and 7</td>
<td>Riverside County Transportation Department</td>
<td>CFD, Private Funding</td>
</tr>
<tr>
<td>Sidewalk Along Street “D”</td>
<td>Prior to the issuance of the 1st building permit in Planning Area 9.</td>
<td>Property Owner(s) of Planning Area 9</td>
<td>Riverside County Transportation Department</td>
<td>CFD, Private Funding</td>
</tr>
<tr>
<td>Sidewalk Along Street “E”</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8 and 10</td>
<td>Property Owner(s) of Planning Areas 8 and 10</td>
<td>Riverside County Transportation Department</td>
<td>CFD</td>
</tr>
</tbody>
</table>
## SERRANO COMMERCE CENTER

## VI. IMPLEMENTATION

<table>
<thead>
<tr>
<th>Facility</th>
<th>Trigger</th>
<th>Responsible Parties for Construction</th>
<th>Responsible Parties for Maintenance</th>
<th>Financing Mechanism Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Trail adjacent to Flood Control Channel in Planning Area 13B</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 1, 2, 3, 4, 5, 6, or 7.</td>
<td>Master Developer and Property Owner(s) of Planning Areas 1, 2, 3, 4, 5, 6, and 7</td>
<td>Riverside County Open Space and Parks District</td>
<td>CFD</td>
</tr>
<tr>
<td>Community Trails adjacent to Flood Control Channel adjacent to Planning Area 13C</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8, 9, 10, or 11.</td>
<td>Riverside County and Property Owner(s) of Planning Areas 8, 9, 10, and 11</td>
<td>Riverside County Open Space and Parks District</td>
<td>CFD</td>
</tr>
<tr>
<td>Regional Trail segments in Planning Areas 11 and 9</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 8, 9, 10, or 11.</td>
<td>Riverside County and Property Owner(s) of Planning Areas 8, 9, 10, and 11</td>
<td>Riverside County Open Space and Parks District</td>
<td>CFD</td>
</tr>
<tr>
<td>Regional Trail segment in Planning Area 6</td>
<td>Prior to the issuance of the 1st building permit in Planning Area 6</td>
<td>Riverside County and Property Owner of Planning Area 6</td>
<td>Riverside County Open Space and Parks District</td>
<td>CFD</td>
</tr>
<tr>
<td><strong>Phase 2</strong></td>
<td></td>
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</tr>
<tr>
<td>Regional Trail segment in Planning Area 7</td>
<td>Prior to the issuance of the 1st building permit in Planning Area 7</td>
<td>Riverside County and Property Owner of Planning Area 7</td>
<td>Riverside County Open Space and Parks District</td>
<td>CFD</td>
</tr>
<tr>
<td>Regional Trail segments in Planning Areas 1 and 5</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 1 or 5</td>
<td>Riverside County and Property Owner(s) of Planning Areas 1 and 5</td>
<td>Riverside County Open Space and Parks District</td>
<td>CFD</td>
</tr>
<tr>
<td><strong>Phase 3</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk Along Street “B”</td>
<td>Prior to the issuance of the 1st building permit in Planning Areas 2, 3, or 4 of Phase 3 development.</td>
<td>Property Owner(s) of Planning Areas 2, 3, and 4</td>
<td>Riverside County Transportation Department</td>
<td>Private Funding</td>
</tr>
<tr>
<td><strong>Phases 4 and 5</strong></td>
<td></td>
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</tr>
</tbody>
</table>
A. PURPOSE AND INTENT

Land development patterns in the unincorporated areas of Riverside County are guided by the County of Riverside General Plan (herein “General Plan”). The General Plan was adopted by the Riverside County Board of Supervisors on October 7, 2003 as part of the Riverside County Integrated Project (RCIP). The General Plan is organized into eight separate elements, including Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, and Administration. Each General Plan Element is instrumental to achieving the County’s long-term development goals. Each element contains a series of policies that guide the course of action the County must take to achieve the County’s vision for future development.

Riverside County regulations require that a Specific Plan include a discussion of the relationship of the Specific Plan to the goals and policies of the General Plan Elements. A thorough discussion of the applicable policies is provided in the SERRANO COMMERCE CENTER Specific Plan Environmental Impact Report (EIR) No. 492. However, this appendix (Appendix A, General Plan Consistency Analysis) provides a summary discussion to demonstrate that the SERRANO COMMERCE CENTER is consistent with, and results in the implementation of, applicable goals and policies of the General Plan.

B. LAND USE ELEMENT

The General Plan Land Use Element functions as a land use guide for long range development in the County. The Land Use Element governs how land is to be used; therefore, many of the issues and policies contained in other General Plan elements are linked in some degree to this element. The Land Use Element designates the general distribution, general location, and extent of land uses, such as housing, business, industry, open space, agriculture, natural resources, recreation, and public/quasi-public uses. These designations are reflected on the General Plan Land Use Map, which categorizes individual parcels of land into four basic categories (known as “Foundation Components”): Rural, Community Development, Agriculture, and Open Space. The Project site is located in the Community Development Foundation Component, which allows development of the site in accordance with its Area Plan designations of Light Industrial and Community Center. Development of the site with Commercial Retail, Light Industrial, Open Space – Conservation, and Open Space – Water land uses is consistent with the Land Use Element in that the property would be developed in accordance with the Community Development Foundation Component and the site’s Area Plan designations. Consistent with the TCAP, the SERRANO COMMERCE CENTER will construct commercial retail land uses on the areas of the site designated for Community Center, while light industrial land uses will developed on areas of the site designated for Light Industrial.

Economic development policies discourage development proposals that place a financial burden on the County, and encourage the maintenance of a balance between jobs and housing within the County. The County’s jobs/housing balance is addressed through implementation of the land use designations shown on the approved General Plan and Area Plans. A Project-specific fiscal analysis has been prepared and is attached to EIR No. 492 as Appendix J, which demonstrates that approximately 7,816 jobs will be created by the Project. The SERRANO COMMERCE CENTER will be a significant employment generator in the area, consistent with the land use designations applied to the site by the Temescal Canyon Area Plan.
In early 2009, the Riverside County Board of Supervisors approved an amendment to the County’s General Plan to address the provision of child care facilities. The SERRANO COMMERCE CENTER SPECIFIC PLAN had been under preparation for several years prior to the approval of this General Plan Amendment; thus, the Specific Plan does not specifically address the provision of child care or identify a specific location for a child care facility within the site. A potential conflict was identified related to the location of sensitive receptors inside the Specific Plan boundary due to health concerns from air emissions related to the site’s close proximity to I-15 and commerce center activities, including diesel truck exhaust.

A discussion of the key Land Use Element policies that apply to the SERRANO COMMERCE CENTER Specific Plan is provided below:

<table>
<thead>
<tr>
<th>POLICY</th>
<th>ANALYSIS</th>
</tr>
</thead>
</table>
| **Land Use Policy 5.2.1:** Apply the following policies to develop a comprehensive child care delivery system that builds child care services into the fabric of the County’s local communities:  
   a) Encourage the development of quality child care facilities, including large and small family day care homes and public and private child care facilities, in order to provide a wide range of child care alternatives that meet the diverse needs of the children and parents in Riverside County.  
   b) Child Care facilities are permitted in the following locations:  
      …  
      iii) Child Day Care Centers are permitted in all land use designations, except for the following: Open Space - Mineral Resources, Open Space - Conservation Habitat, Open Space – Water, and Community Development – Heavy Industrial. | The SERRANO COMMERCE CENTER is not an appropriate location for a child care facility for several reasons.  
1. The Health Risk Assessment report prepared for the SERRANO COMMERCE CENTER EIR No. 492 (Appendix B2) concludes that sensitive receptors should not be located on the Specific Plan site.  
2. The site is located adjacent to I-15 and the California Air Resources Board’s adopted "Air Quality and Land Use Handbook: A Community Health Perspective" strongly suggests that new sensitive receptors should not be located within 500 feet of freeways. Caltrans has plans in place to add lanes to the segment of I-15 adjacent to the SERRANO COMMERCE CENTER, which will bring freeway traffic even closer to the site’s western boundary.  
3. Planning Area 1, the Specific Plan’s commercial retail area, would be the most logical place to allow a child care facility; however: a) nearly all of Planning Area 1 is within 500 feet of the I-15 right-of-way; b) this planning area is accessed by the Old Temescal Canyon Road North on/off ramps, which are used by loaded waste trucks accessing the El Sobrante Landfill; and c) Planning Area 1 is located downwind of the site’s light industrial uses and would be impacted by air emissions.  
There are other locations in the vicinity of the SERRANO COMMERCE CENTER outside of the Specific Plan boundary where a child care facility could be more appropriately located. Therefore, the SERRANO COMMERCE CENTER does not comply with the County’s newly adopted child care policies because the commerce center is not an appropriate location for a child care facility. |
| **Land Use Policy 5.2.2:** Apply the following policies to facilitate the location of child day care centers on or adjacent to development proposals:  
   ...  
   b) Encourage child care centers in new housing or office/industrial developments and in larger projects where a nexus between the new development and the need for child care can be reasonably established.  
   ...  
   d) Support the siting of child day care centers that are compatible with community needs, land use and character, and encourage such centers to be available, accessible, and affordable for all economic levels. |
<table>
<thead>
<tr>
<th>Policy</th>
<th>Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use Policy 7.1:</strong> Accommodate the development of a balance of land uses that maintain and enhance the County's fiscal viability, economic diversity, and environmental integrity.</td>
<td>The SERRANO COMMERCE CENTER Specific Plan will develop almost 6.8 million square feet of light industrial and commercial retail land uses. The commerce center will create approximately 7,816 jobs and generate revenue for the County in taxes and development fees, therefore enhancing the County’s fiscal viability and economic diversity. The commerce center is easily accessible via commuters on I-15, thereby reducing commuting times and increasing local employment levels. Furthermore, implementation of the SERRANO COMMERCE CENTER Specific Plan will result in the conveyance of 48.77 acres to the Riverside Conservation Authority (RCA) as part of the MSHCP Reserve, maintaining Temescal Wash in its natural condition, preserving habitats, facilitating species mitigation, and allowing for groundwater recharge. Therefore, SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, this policy of the General Plan.</td>
</tr>
<tr>
<td><strong>Land Use Policy 7.12:</strong> Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the County.</td>
<td></td>
</tr>
<tr>
<td><strong>Land Use Policy 10.1:</strong> Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.</td>
<td>The SERRANO COMMERCE CENTER Specific Plan provides for the development of an aesthetically-appealing commerce center with a strong sense of place and a cohesive Commerce Center Theme, as described in Section IV, Design Guidelines. Adherence to these Design Guidelines will prevent the development of an inefficient “strip” of buildings. Therefore, SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, this policy of the General Plan.</td>
</tr>
<tr>
<td><strong>Land Use Policy 7.3:</strong> Promote the development of focused employment centers rather than inefficient strip commercial development.</td>
<td>The SERRANO COMMERCE CENTER Specific Plan is easily accessible from commuters on the adjacent I-15. Therefore, the commerce center will provide bus stops and other transportation amenities, if such action is requested by the Riverside County Transportation Department. Therefore, SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, this policy of the General Plan.</td>
</tr>
<tr>
<td><strong>Land Use Policy 7.10:</strong> Locate job centers so they have convenient access to the County's multi-modal transportation facilities.</td>
<td>As described previously, implementation of the SERRANO COMMERCE CENTER Specific Plan will result in the conveyance of 48.77 acres to the Riverside Conservation Authority (RCA) as part of the MSHCP Reserve, maintaining Temescal Wash in its natural condition, preserving habitats, facilitating species mitigation, and allowing for groundwater recharge. Therefore, SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, this policy of the General Plan.</td>
</tr>
<tr>
<td><strong>Land Use Policy 8.1:</strong> Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational values.</td>
<td></td>
</tr>
</tbody>
</table>
A. GENERAL PLAN CONSISTENCY

Land Use Policy 17.2:
Require that adequate and available circulation facilities, water resources, sewer facilities, and/or septic capacity exist to meet the demands of the proposed land Use.

The SERRANO COMMERCE CENTER Specific Plan includes a Master Circulation Plan, Master Drainage Plan, Master Water Plan, and Master Sewer Plan (Section II.C, II.D, and II.E of this Specific Plan, respectively). The Master Circulation and Sewer Plans describe on and off-site improvements that provide adequate facilities to meet the projected demands of the commerce center. EIR No. 492 evaluates the provision of infrastructure, services, and facilities for the project. As part of EIR No. 492, a Water Supply Assessment (WSA) has been prepared by the Lee Lake Water District (LLWD) to ensure the LLWD can serve SERRANO COMMERCE CENTER. The Planning Commission and County Board of Supervisors will review the EIR and WSA to ensure adequate provision of services and facilities prior to certification of EIR No. 492 or approval of SP No. 353. Therefore, the SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, this policy of the General Plan.

C. CIRCULATION ELEMENT

The purpose of the Circulation Element is to provide for the movement of goods and people, including pedestrians, bicycles, transit, train, air, and automobile traffic flows within and through the County. The Circulation Element designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The SERRANO COMMERCE CENTER is consistent with the General Plan Land Use Plan, and is thereby consistent with the traffic volumes envisioned by the General Plan Circulation Plan. The SERRANO COMMERCE CENTER will contribute towards the Transportation Uniform Mitigation Fee (TUMF) and Development Impact Fee (DIF), in conformance with County requirements. As part of the SERRANO COMMERCE CENTER, Temescal Canyon Road would be realigned through the Project site as Temescal Canyon Road Extension and constructed to Modified Arterial Standards (128’ ROW), consistent with the General Plan Circulation Element.

A discussion of the key Circulation Element policies that apply to the SERRANO COMMERCE CENTER Specific Plan is provided below:

<table>
<thead>
<tr>
<th>POLICY</th>
<th>ANALYSIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Circulation Policy 3.5:</td>
<td>The primary objective of the SERRANO COMMERCE CENTER Circulation Plan is to implement the circulation roadways as required by the General Plan in order to meet the vehicular travel needs of the Project by providing direct and convenient access to individual planning areas through a safe and efficient network of roadways. The Specific Plan calls for the realignment of Temescal Canyon Road as an Urban Arterial Highway through the Serrano Commerce Center Specific Plan and east of I-15. This realignment is in accordance with the Riverside County General Plan’s Circulation Element. Temescal Canyon Road provides primary local access to the commerce center and serves as a primary component of the area’s local circulation system. The Specific Plan includes improvements to on- and off-site...</td>
</tr>
</tbody>
</table>

SPECIFIC PLAN NO. 353 PAGE A-4
## A. General Plan Consistency

<table>
<thead>
<tr>
<th>POLICY</th>
<th>ANALYSIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>sections of Temescal Canyon Road, Old Temescal Canyon Road North, Old Temescal Canyon Road South, and Streets “A” through “E.” The commerce center’s Circulation Plan, depicted conceptually in Figure II-3, feeds traffic into General Plan-designated highways.</td>
</tr>
<tr>
<td>Circulation Policy 3.6:</td>
<td>As depicted in Figure II-3, the SERRANO COMMERCE CENTER Specific Plan includes improvements to the on-site and adjacent roadways. These improvements include construction of roads, dedication of additional right-of-ways, widening of existing roads, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.</td>
</tr>
<tr>
<td>Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.</td>
<td>The SERRANO COMMERCE CENTER Specific Plan sets forth specific restrictions to ensure parking lots, loading docks, and other circulation elements can safely and efficiently accommodate the movement of heavy trucks. EIR No. 492 evaluates traffic and circulation impacts that may occur upon implementation of this Specific Plan and provides mitigation measures to reduce identified impacts to a level below significance, when feasible. The Planning Commission and County Board of Supervisors will review the EIR to ensure adequate provision of circulation facilities. Therefore, the SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, these policies of the General Plan.</td>
</tr>
<tr>
<td>Circulation Policy 4.4:</td>
<td>SERRANO COMMERCE CENTER contains a comprehensive sidewalk and trail system. As illustrated in Figure II-17, sidewalk trails are located along roadways and trails are located adjacent to the flood control channels in Planning Areas 13A through 13D. Therefore, the SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, these policies of the General Plan.</td>
</tr>
</tbody>
</table>

## D. Multipurpose Open Space Element

The Multipurpose Open Space Element is intended to protect and preserve natural resources, agriculture and open space areas, manage mineral resources, preserve and enhance cultural resources, and provide recreational opportunities. The Open Space Element seeks to preserve and protect identified open space areas in order to maintain or improve environmental quality. As part of the proposed Project, approximately 48.77 acres of the SERRANO COMMERCE CENTER located along the eastern boundary (Planning Area 12) will be preserved as an open space conservation area, in conformance with applicable MSHCP criteria affecting the site. Conservation of the eastern portions of the Project site also will ensure consistency with the Multipurpose Open Space Element’s policies pertaining to conservation of Watersheds.
A discussion of the key Multipurpose Open Space Element policies that apply to the SERRANO COMMERCE CENTER Specific Plan is provided below:

<table>
<thead>
<tr>
<th>POLICY</th>
<th>ANALYSIS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Open Space Policy 2.3:</strong></td>
<td>The Landscape Design Guidelines for the SERRANO COMMERCE CENTER recognizes and responds to the climate of the region. As described in Section IV.C, these guidelines restrict the commerce center’s plant palette to drought-tolerant and native plants, as required by Riverside County Ordinance No. 859. Water conservation is of primary importance in the area. The SERRANO COMMERCE CENTER is planned to be irrigated through the use of LLWD reclaimed water. Alternatively, the SERRANO COMMERCE CENTER may be irrigated through the Stormwater Recovery and Storage Program (SWRSP), a system that allows for the recovery, treatment, and storage of stormwater runoff for irrigation and other uses. The Landscape Design Guidelines also include numerous hardscape elements that are intended to create a commerce center identity without relying on plant material, thereby reducing the commerce center’s water consumption. Therefore, the SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, these policies of the General Plan.</td>
</tr>
<tr>
<td>Encourage the use of native, drought-resistant landscaping planting.</td>
<td></td>
</tr>
<tr>
<td><strong>Open Space Policy 18.1:</strong></td>
<td>As described previously, implementation of the SERRANO COMMERCE CENTER Specific Plan will result in the conveyance of 48.77 acres to the Riverside Conservation Authority (RCA) as part of the MSHCP Reserve, maintaining Temescal Wash in its natural condition, preserving habitats, facilitating species mitigation, and allowing for groundwater recharge. Therefore, SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, this policy of the General Plan.</td>
</tr>
<tr>
<td>Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP’s, if adopted.</td>
<td></td>
</tr>
</tbody>
</table>

E. **SAFETY ELEMENT**

The primary objective of the Safety Element is to reduce death, injuries, property damage, and economic and social impact from hazards. The goals of the Safety Element are to alleviate the risks associated with identified geologic, seismic, flood, airport safety, electromagnetic fields, fire hazards, and wind erosion hazards.

A discussion of the Specific Plan’s consistency with the Safety Element is provided within EIR No. 492. The Specific Plan is required to comply with the applicable provisions of the California Building Code, the Uniform Building Code, County Ordinance Nos. 457, 489.2, and 547, SCAQMD Rule 403, the Specific Plan’s National Pollution Discharge Elimination System (NPDES) permit, and the Specific Plan’s Storm Water Pollution Prevention Plan (SWPPP). Furthermore, the Specific Plan is required to implement all site-specific recommendations set-forth in the geologic and geotechnical report prepared by Neblett & Associates, Inc., which is contained as Appendix E1, E2, and E3 to EIR No. 492. Compliance with these requirements and all applicable mitigation measures set forth in EIR
No. 492 reduces hazard-related impacts to a level before significance. Therefore, the SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, any applicable Safety Element policies of the General Plan.

F. NOISE ELEMENT

The Noise Element is a mandatory component of the General Plan pursuant to the California Planning and Zoning Law, Section 65302(f). The element must recognize the guidelines adopted by the Office of Planning and Research pursuant to Section 46050.1 of the Health and Safety Code. It also can be utilized as a tool for compliance with the state’s noise insulation standards. The General Plan Noise Element provides a systematic approach to identifying and appraising noise problems; quantifying existing and projected noise levels; addressing excessive noise exposure; and community planning for the regulation of noise. This element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to protecting public health and welfare from noise.

A discussion of the Specific Plan’s consistency with the Noise Element is provided within EIR No. 492. The Specific Plan is required to comply with the applicable provisions of the Ordinance No. 457. Furthermore, the Specific Plan is required to implement all site-specific recommendations set-forth in the acoustical report prepared by Giroux and Associates, which is contained as Appendix H to EIR No. 492. Compliance with these requirements and all applicable mitigation measures set forth in EIR No. 492 would reduce potential noise impacts to a level below significance, as indicated below:

<table>
<thead>
<tr>
<th>POLICY</th>
<th>ANALYSIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise Policy 1.6: Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.</td>
<td>EIR No. 492 evaluates noise impacts that may occur upon implementation of this Specific Plan and provides mitigation measures to reduce identified impacts to a level below significance, when feasible. The Planning Commission and County Board of Supervisors will review the EIR to ensure adequate provision of circulation facilities.</td>
</tr>
<tr>
<td>Noise Policy 4.8: Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses.</td>
<td>Therefore, the SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, these policies of the General Plan.</td>
</tr>
</tbody>
</table>

G. HOUSING ELEMENT

The Housing Element, as required by state law, identifies and establishes the County’s policies with respect to meeting the needs of existing and future residents of Riverside County. The SERRANO COMMERCE CENTER is not designated by the General Plan to provide housing, and the SERRANO COMMERCE CENTER does not propose housing. Because the SERRANO COMMERCE CENTER will implement the land uses contemplated by the Area Plan, and because the Area Plan implements the Housing Element, implementation of the SERRANO COMMERCE CENTER will not result in an inconsistency with the General Plan Housing Element.
The Air Quality Element provides background information on the physical and regulatory environment affecting air quality. The purpose of the Air Quality Element is to protect residents of Riverside County from the harmful effects of poor air quality. The Air Quality Element identifies goals, policies, and programs that are meant to balance actions regarding land use, circulation, and other issues with their potential effects on air quality. This Element, in conjunction with local and regional air quality planning efforts, addresses ambient air quality standards set forth by the Federal Environmental Protection Agency (EPA) and the California Air Resources Board (CARB).

A discussion of the key Air Quality Element policies that apply to the SERRANO COMMERCE CENTER Specific Plan is provided below:

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<th>POLICY</th>
<th>ANALYSIS</th>
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<td><strong>Air Quality Policy 4.1:</strong> Encourage the use of building materials/methods which reduce emissions.</td>
<td>Energy Efficiency Guidelines are included in Section IV of the SERRANO COMMERCE CENTER Specific Plan. These guidelines were selected based on their ease of applicability and implementation during the design and construction phases, their marketability and/or desirability potential to commerce center tenants, and their cost incentive factor to both the builder and commerce center tenant. The Energy Efficiency Guidelines include recommendations to maximize energy efficiency in buildings, maximize water quality and conservation, and minimize landfill waste. Examples of these guidelines include: a discussion of how building orientation can reduce solar heat gain and reduce the structure’s cooling needs; recommendations for window types and appliances to reduce energy consumption; and a description of various other design features to reduce fuel consumption. These guidelines reduce the energy needs of homes and other structures within SERRANO COMMERCE CENTER. Additionally, the SERRANO COMMERCE CENTER Specific Plan sets forth many requirements for minimizing the release of diesel fumes by trucks. Loading dock and service door location are located away from pedestrian entrances, and idling time is limited by law. As previously described, the SERRANO COMMERCE CENTER Specific Plan also includes an extensive sidewalks system, which encourages employees and other users of the commerce center walk or bicycle in between the commerce center’s various land uses, thereby reducing vehicular emissions and improving air quality. EIR No. 492 evaluates air quality impacts that may occur upon implementation of this Specific Plan and provides mitigation measures to reduce identified impacts to a level below significance, when feasible. The Planning Commission and County Board of Supervisors will review the EIR to ensure adequate provision of circulation facilities. Therefore, the...</td>
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A. GENERAL PLAN CONSISTENCY

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<td>SERRANO COMMERCE CENTER Specific Plan is consistent with, and results in the implementation of, these policies of the General Plan.</td>
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I. ADMINISTRATION ELEMENT

Administration of the General Plan policies includes establishing, maintaining, and applying tools and procedures for interpreting the intent of the General Plan. The Administration Element also provides the County with a list of steps in which County staff and the Board of Supervisors can use to determine whether a proposed Project is consistent with the General Plan’s intent. This Element also provides the applicant of development proposals with a list of steps to follow when applying for a development permit.