

I. Executive Summary

A. Document Purpose

Specific Plan No. 265, Amendment No. 1 (SP 265, A1) establishes standards and guidelines for the master-planned Borel Airpark Center. A specific plan is defined by government code as a tool for the systematic implementation of the general plan for all or part of the area covered by the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. To an extent, the range of issues that is contained in a specific plan is left to the discretion of the decision-making body. However, all specific plans, whether prepared by a general law city or county, must comply with §65450 - 65457 of the Government Code. These provisions require that a specific plan be consistent with the adopted general plan of the jurisdiction within which it is located. In turn, all subsequent subdivision and parcel maps, all development, all public works projects, and zoning ordinances within an area covered by a specific plan must be consistent with the specific plan.

SP 265, A1 has been prepared by incorporating text and graphics from the original Specific Plan 265 (SP 265) into an “updated” format that complies with the most recent formats currently acceptable by the County of Riverside. As described and detailed in Section I.D.1, Chronology, below, SP 265 was approved in 1994. Since the adoption of SP 265, there have been significant changes in the SP 265 area, as well as SP 265 as a result of actions taken by the County of Riverside, City of Murrieta, and the Rancho California Water District (RCWD) that have affected the original scope of SP 265. The changes, along with the scope and content of SP 265, A1 modifications have necessitated modifications to the text and figures, which are contained in the ensuing Sections of SP 265, A1. Great care has been taken to retain as much of the prior SP 265 text and graphics in their original content and intent. Only where it was entirely necessary, were changes made to the original SP 265 text and graphics as they were incorporated into SP 265, A1.

B. Document Format

SP 265, A1 is divided into the following sections: Executive Summary; Specific Plan; Planning Area Development Standards; Design Guidelines; and Zoning Ordinance. SP 265, A1 has been prepared pursuant to the provisions of California Government Code Section 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 Sections 65450 through 65454 establishes the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to Section 65450, a Specific Plan shall include a 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, SP 265, A1 has been prepared to provide the essential link to the policies of the County of Riverside General Plan. By functioning as a regulatory document, SP 265, A1 provides a means of implementing and detailing the County's General Plan. In this regard, all future development plans or other similar entitlements shall be consistent with regulations set forth in this document and applicable County regulations. SP 265, A1 is designed to address site specific issues such as building setbacks and visual appearance, as well as community-wide concerns such as circulation and provisions for utilities. SP 265, A1 also ensures that new development meet or exceed standards for environmental safety, infrastructure, and site planning while providing provisions for the maintenance of aesthetic quality and community identity. As stated prior, the applicable text and graphics from SP 265 have been incorporated into this document, SP 265, A1.

C. Discretionary Actions and Approvals

The Riverside County Planning Department is the Lead Agency for SP 265, A1 under whose authority this Specific Plan has been prepared. This document will be used by the following public agencies in connection with the following decisions:

1. Riverside County Planning Commission

- Recommendation to the Board of Supervisors regarding adoption of SP 265, A1 by Resolution.
- Recommendation to the Board of Supervisors regarding approval of Amendment No. 01123 to the General Plan by Resolution.
- Recommendation to the Board of Supervisors regarding approval of Change of Zone No. 07806 by Ordinance.
- Recommendation to the Board of Supervisors regarding approval of EA No. 42617 by Resolution.

2. Riverside County Board of Supervisors

- Adoption by Resolution of SP 265, A1.
- Adoption by Resolution of General Plan Amendment No. 01123.
- Approval by Ordinance of Change of Zone No. 07806.
- Adoption of EA No. 42617.

Subsequent discretionary actions may include final tract maps, plot plans and/or Conditional Use Permits, grading permits, water and sewer systems, and encroachment permits.

D. Project Summary

1. Chronology/Overview

SP 265 was originally approved by the Board of Supervisors on November of 1994 (Resolution Number 94-240). Since the approval, development has occurred in Planning Areas 3.0, 4.0 and, 5.0 of the original SP 265. In addition, since the approval of SP 265, there has been significant growth at the French Valley Airport, as well as in the Project vicinity, known as "French Valley," which encompasses the Unincorporated Areas of Riverside County, as well as

the City of Murrieta. In 2002, PA's 10.0, 20.0 and 34.0 were annexed into the City of Murrieta. As result, these areas are not included in this document, SP 265, A1. In addition, in 2011, the Riverside Airport Land Use Commission adopted a revised Master Plan for the French Valley Airport. The most significant changes of this revision to the Master Plan were the deletion of the 2nd, or easterly runway, and the expansion of the existing runway. These revisions resulted in a need to modify the original SP 265, primarily in those areas adjacent to the southerly runway expansion. The changes to SP 265, which are a result of the revisions to the Master Plan are reflected in this document. Due to these revisions to the Plan, the restrictions on allowing residential uses within portions of SP 265 have been removed.

SP 265, A1 will allow for residential and recreational uses in the southeasterly portions of the Project area. The Land Use Plan for SP 265, A1 is contained in Figure I-1, *Land Use Plan, SP 265, A1*. It should be noted that the land use designations used for SP 265 have been updated in SP 265, A1 to reflect the land use designation nomenclature of the 2003 General Plan. SP 265, A1 also includes a revision to the SP Circulation Plan. The amendment proposes to revise the path of Leon Road, from an intended westerly curve in the road about 1000 feet north of Promontory Parkway, which would have eventually become Calistoga Drive, to a new path which proposes to have Leon Road continue southward eliminating the previous connection between Leon Road and Calistoga Drive, instead Leon Road proposes to intersect with, and terminate into, a T-intersection with Promontory Parkway on the east and Calistoga Drive on the west. Borel Road has been re-classified as an Industrial Collector roadway and no longer connects to Promontory Parkway/Calistoga Drive; rather, it follows the proposed Earhart Road general alignment to Leon Road on the eastern portion of the Project site. The Circulation Plan for SP 265, A1 is provided in Section II of this document, Figure II-1, *Circulation Plan*.

Figure I-1 *Land Use Plan, SP 265, A1*

2. Context/Setting

SP 265, A1 is located in unincorporated western Riverside County in the French Valley area, located within the Southwest Area Plan. SP 265, A1 consists of an irregular shaped, 716.9-acre area of land located approximately two miles northeast of Temecula, California, in Riverside County (see Figure I-2, *Regional Map*, and Figure I-3, *Vicinity Map*). SP 265, A1 is bounded by Winchester Road (State Route 79) on the west, Leon Road on the east, Benton Road to the north and industrial and single-family residential uses to the south. The site surrounds, but does not include, the French Valley Airport.

Topographically, the majority of the site consists of gentle rolling hills and swales, with relatively low relief and drains to the southeast. The southern portion of the site consists of several low lying granitic hills with natural 4:1 (horizontal:vertical) slopes. Overall surface relief is approximately 240 feet.

The majority of the site is currently being utilized for cattle grazing and dry farming. Tocalota Creek flows across the southeast corner and its large incision is still in a relatively natural state with a moderate growth of chaparral, coastal sage scrub and numerous trees.

Man-made features consist of an existing residence on the northwest corner of Leon and Borel Road, several abandoned water wells, the San Diego Aqueduct (parallel to Leon Road), a high pressure gas line, and several dirt access roads.

The surrounding uses are:

North: Industrial, public institutional, and vacant

South: Industrial, medium density residential, vacant, and open space (Tocalota Creek)

East: Medium density residential, low density residential, RCWD reservoir, and vacant

West: French Valley Airport, medium density residential, and vacant

The Project site is in the County of Riverside jurisdiction and within the Southwest Area Plan and in the French Valley Community.

As shown in Figure I-4, *Aerial Photograph*, the Specific Plan Area has been developed in PA's 3, 4 and 6. All other areas have not been developed at this time. The Assessor Parcel Numbers (APNs) for the Specific Plan Area are shown of Figure I-5, *Assessor's Parcel Number Map*.

Topographically, the majority of the site consists of gentle rolling hills and swales, with relatively low relief and drains to the southeast as illustrated in Figure I-6, *Topographic Map*. The southern portion of the site consists of several low lying granitic hills with natural 4:1 (horizontal:vertical) slopes. Overall surface relief is approximately 240 feet.

Figure I-2, *Regional Map*

Figure I-3 *Vicinity Map*

Figure I-4 *Aerial Photograph*

Figure I-5 *Assessor's Parcel Number Map*

Figure I-6 *Topographic Map*

Surrounding Cities

The following Cities are located in proximity to SP 265:

- City of Murrieta: approximately immediately across Winchester Road, to the west
- City of Temecula: approximately 2 miles to the south
- City of Wildomar: approximately 8 miles to the northwest
- City of Hemet: approximately 12 miles to the northeast

Prominent Features

The following are prominent features located in proximity to SP 265, A1:

- **French Valley Airport:** French Valley Airport is a 261-acre general aviation airport located in the French Valley, adjacent to Winchester Road (State Route 79 North). Owned and operated by the County of Riverside, the airport's single runway is oriented roughly in a north/south direction and is expected to be a valuable asset to the businesses and residents that settle in the area.
- **Tucalota Creek:** The major V-shaped river valley present on SP 265, A1 is Tucalota Creek. It is designated as an intermittent (seasonal) blue-line stream on the Bachelor Mountain and Murrieta, California Quadrangles. Natural flows only occur in Tucalota Creek after substantial rainfall events between the months of November and March. In addition to flows only during and immediately after rainfall, Rancho California Water District empties water from its reservoir into a portion of Tucalota Creek periodically throughout the year.
- **Skunk Hollow:** Skunk Hollow is one of the largest pools, approximately 33 acres across and 6 feet deep, and is a seasonal, rain-filled pond that is a haven for several imperiled species of plants and animals. Skunk Hollow shows up some years, and some years it doesn't. It depends on the weather. The pool was dry in 2004, wet the year before. With Southern California drenched by the third-most rain on record since forecasters began tracking such things in the mid-1800s, Skunk Hollow has filled out as much as it did in the El Niño winters of 1992-93 and 1997-98. As for animals, Skunk Hollow is home to three species of fairy shrimp. Two are federally protected because they are thought to be threatened with extinction. Perhaps the most notable is the Riverside fairy shrimp.
- **Diamond Valley Lake:** Located between Temecula and Hemet off Hwy. 79 at Newport Rd. in the Domenigoni/Diamond valleys, which is four miles southwest of the City of Hemet. 269 billion gallons of water almost doubles Southern California's surface storage capacity providing six months of emergency storage in the event of a major earthquake and additional water supplies for drought protection and peak summer needs. This reservoir is larger than Lake Havasu and took 4 years to fill, holding as much water as combining Castaic Lake, Lake Mathews, Pyramid Lake, Lake Perris and Lake Skinner into one. Recreational amenities include a bicycle trail all the way around the lake with several boat docks, hiking equestrian trails, camping, picnicking, boating, sailing, and fishing.
- **Lake Skinner:** Located in the northeastern corner of the Southwest Planning Area is Lake Skinner. Surrounding the lake is the Lake Skinner Regional Park and a water filtration facility. This area is characterized by rolling hills and agricultural uses extending westward, with largely vacant lands to the east. This man-made lake is operated by the Metropolitan Water District (MWD), and it affords activities such as fishing, boating, hiking, and other outdoor activities that draw tourists and visitors to the area.

3. Project Description

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

**Table I-1
SP 265, A1 Specific Plan Land Use Summary**

Land Use	Acres	Target Density	Target Dwelling Units	Project Density Range
NON-RESIDENTIAL				
Business Park – PA1	36.0	--	--	--
Business Park – PA2	207.1	--	--	--
Light Industrial – PA3	7.4	--	--	--
Light Industrial – PA4	7.9	--	--	--
Light Industrial – PA5	16.2	--	--	--
Light Industrial – PA6	2.8	--	--	--
Light Industrial – PA7	13.1	--	--	--
Commercial Office – PA8	18.3	--	--	--
Commercial Office – PA9	45.9	--	--	--
Commercial Retail – PA10	21.4	--	--	--
Commercial Office – PA11	22.6	--	--	--
Commercial Retail – PA12	15.3	--	--	--
Commercial Retail – PA13	28.7	--	--	--
Open Space – PA 18	19.7	--	--	--
Open Space – Conservation – PA19	67.7	--	--	--
Open Space – PA 20	17.4	--	--	--
Open Space – Conservation – PA21	26.6	--	--	--
Open Space- Recreation- Park-- PA 22	4.9	--	--	--
Public Facilities - MWD PA23	2.4	--	--	--
Circulation	77.8	--	--	--
Non - Residential Subtotals	659.2	--	--	--
Residential				
Medium Density Residential – PA14 ¹ <i>2-5 dwelling units per acre</i>	8.7	3.1	27	17-44
Medium High Density Residential – PA15 ^{1,2} <i>5-8 dwelling units per acre</i>	18.5	6.0	111	93-148
Medium High Density Residential – PA16 ¹ <i>5-8 dwelling units per acre</i>	10.5	6.1	64	53-84
Medium Density Residential – PA17 ¹ <i>2-5 dwelling units per acre</i>	20.0	3.4	67	40-100
Residential Subtotals	57.7	4.7	269	N/A
Project Totals	716.9	0.38	269	N/A

¹ Acreages are gross and the net acreage will be at least 5 dwelling units/acre.

² Planning Area 15 will be the first recorded residential Planning Area.

Business Park/Industrial

Under SP 265, A1, Planning Areas 1 and 2 are designated Business Park, Planning Areas 3 through 7 are designated Light Industrial. These Planning Areas were designated Industrial

Park and Restricted Light Industrial, respectively under the original SP 265. Approximately 243.1 acres are designated Business Park. Approximately 47.4 acres are designated Light Industrial. Development Standards for these Planning Areas are described in detail in Section III, *Development Standards* of this SP 265, A1. Design Guidelines are contained in Section IV, *Design Guidelines*. It should be noted that the text for the Development Standards and the text and graphics for the Design Guidelines from the original SP 265 have been incorporated into this document, SP 265. A1.

Commercial Office

Under SP 265, A1, Planning Areas 8, 9 and 11 are designated Commercial Office. These Planning Areas were designated Office Park under the original SP 265. Approximately 86.8 acres are designated Commercial Office in SP 265, A1. Development Standards for these Planning Areas are described in detail in Section III, *Development Standards* of this SP 265, A1. Design Guidelines are contained in Section IV, *Design Guidelines*. It should be noted that the text for the Development Standards and the text and graphics for the Design Guidelines from the original SP 265 have been incorporated into this document, SP 265. A1.

Commercial Retail

Under SP 265, A1, Planning Areas 10, 12, and 13 are designated Commercial Retail. These Planning Areas were designated Commercial under the original SP 265. Approximately 65.4 acres are designated Commercial Retail in SP 265, A1. Development Standards for these Planning Areas are described in detail in Section III, *Development Standards* of this SP 265, A1. Design Guidelines are contained in Section IV, *Design Guidelines*. It should be noted that the text for the Development Standards and the text and graphics for the Design Guidelines from the original SP 265 have been incorporated into this document, SP 265. A1.

Residential

With a maximum total of 269 residential units and four (4) distinct product types, the residential community may serve a variety of ages, income levels and lifestyles. Traditional single family homes are allowed in Planning Areas 14 through 17.

Home types may include:

- Single-Family Detached: Traditional; and
- Single-Family Detached: Zero Lot Line.

As illustrated in Figure I-1, *Land Use Plan*, PA's 14-17 are located in the southeastern portion of SP 265. A1 and are oriented around a neighborhood park (PA 22).

Residential densities vary between 2.0 and 8.0 dwelling units per acre, consistent with the County's General Plan designations of Medium Density Residential (2.0 – 5.0 du/ac), and Medium High Density Residential (5.0 – 8.0 du/ac). In the context of the entire SP 265, A1, overall target Project density will be 0.35 dwelling units per acre. As a density of only the residential portion of SP 265, A1, the density is 4.7 dwelling units per acre.

Since there was no residential development in the original SP 265, new text and graphics have been incorporated into this document, SP 265, A1 for the residential proposed in PA's 14-17. This includes Section III, *Development Standards*, as well as Section IV, *Design Guidelines* for both architecture and landscape architecture.

Recreation

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

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

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

Open Space

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

Circulation

The French Valley area is served by a number of major roadways connecting the area to Los Angeles, Orange, San Diego, and San Bernardino Counties, as well as other portions of Riverside County. Regional access to SP 265 is provided by Winchester Road (SR 79) which is the Project's westerly boundary. Winchester Road connects to Murrieta Hot Springs Road to the south of SP 265, and to Scott and Newport Roads to the north, which connect to the I-215 Freeway to the west. Winchester Road also connects to the I-15 Freeway, in Temecula, approximately 4 miles to the south of SP265 and to Florida Avenue (SR74), to the north, approximately 11 miles from the Project site. I-15 intersects SR 91 to the north and provides access to Orange County and the Los Angeles area to the west. Approximately 13 miles north of SP265, SR 74 connects with I-215 accessing the City of Perris as well as connecting with Riverside and San Bernardino further north and Menifee, Murrieta and Temecula to the south. I-215 also connects with State Route 60, providing access to the cities of Beaumont and Banning and the Coachella Valley to the east.

The circulation network accounts for approximately 77.8 acres, and is designed to adequately facilitate vehicular travel throughout SP 265, A1. The following is a summary of the adjacent and on-site Project roadways:

- Urban Arterial Highway: Commercial Retail/Commercial Office Frontage (Winchester Road) has a 134-foot right-of-way (ROW).
- Urban Arterial Highway: Light Industrial (Winchester Road) has a 134-foot ROW.
- Major and Secondary Highway Concept (Sky Canyon Drive, Leon Road, and Auld Road) has a 110-foot ROW and 88-foot ROW, respectively.
- Industrial and Local Collector Roadway (Briggs Road, Borel Road and Sky Canyon Drive) has a 78-foot ROW.
- Calistoga Drive has a 74-foot ROW.
- Promontory Parkway has an 88-foot ROW.
- Calistoga Drive Roundabout has a 174-foot ROW.
- Internal local streets are designated as a Local Street and have a 56-foot ROW.
- Cul-de-sacs are designated as a Local Street has a 92-foot ROW.

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

4. Existing and Proposed Land Use and Zoning Designations

As shown in Figure I-7, *General Plan Land Use Map*, the Specific Plan Area is designated by the Southwest Area Plan of the Riverside County General Plan and has the following designations:

- Business Park (BP);
- Commercial Office (CO);
- Commercial Retail (CR); and
- Open Space – Conservation (OS-C)

These designations will still apply to SP 265, A1, yet some of the areas have been modified due to the changes resulting from the modifications to the French Valley Airport Master Plan and the deletion of the RCWD parcel.

Three (3) additional land use designations are proposed to the General Plan Land Use Map as a result of SP 265, A1:

Medium Density Residential (MDR);
Medium High Density Residential (MHDR); and
Open Space – Recreation (OC-R).

As shown on Figure I-8, *Existing Zoning Designations*, the Specific Plan Area is designated as “SP Zone.” With the exception of areas that were removed from the original SP 265, the “SP Zone” designation shall still apply to the entirety of SP 265, A1.

5. Project Phasing

The following subsection will provide a discussion relative to the project's anticipated phasing program.

Specific plan phasing will guide the timing of development in accordance with grading, infrastructure requirements and infrastructure availability.

The thrust of the phasing program is to provide flexibility in order to deal effectively with dynamic market trends and conditions. The phases are identified on Figure II-10, *Phasing Plan*, and are discussed in greater detail in Section II, *Specific Plan*. Each phase corresponds to an area that can stand alone in terms of balancing earth quantities, providing adequate infrastructure and providing significant employment opportunities.

Since development within each phase is infrastructure dependent, development within phases can occur concurrently or consecutively, providing adequate consideration for infrastructure has been given. The business park and commercial development will also be tied primarily to market demands and considerations.

Recreation area improvements will be tied to building area (square feet) counts in order to ensure that the recreation amenities are established without being dependent on any particular phase.

Phasing has also been modified as part of SP 265, A1, but these changes only apply to the phasing associated with PA's 14-17 and PA22.

Figure I-7 *General Plan Land Use Map*

Figure I-8 *Existing Zoning Designations*

E. Jurisdictional Setting

The Specific Plan Area is located within the jurisdiction of the following government agencies, departments, and districts:

Riverside County
Riverside County Economic Development Agency (EDA)
Riverside County Fire Department
Riverside County Flood Control and Water Conservation District (RCFC&WCD)
Eastern Municipal Water District (EMWD)
Temecula Valley Unified School District
Santa Margarita Watershed

F. Planning Objectives

The following paragraphs contain objectives of the SP 265, A1. Below each objective, the result of the objective is listed. Objectives are the means of shaping a goal and attaining it. Before project objectives are delineated, a goal statement will be made.

Goal statement:

A specific plan that provides for a variety of commerce and job oriented land uses to create a master-planned business park complex adjacent to the French Valley Airport.

Objectives:

The following objectives are designed to provide an overview of design measures that have been incorporated into the design of the business park. Specific design criteria, parameters, location and layout are provided along with illustrative exhibits in Section II, *Specific Plan*, Section III, *Development Standards* and Section IV, *Design Guidelines* of SP 265, A1.

- Provide a variety of jobs to help offset the current jobs/housing imbalance found in the area of Riverside County.

Result: SP 265, A1 has designated acreage for industrial business parks, light industrial, commercial office and commercial retail uses. This will create thousands of temporary construction related employment opportunities during the development phase and permanent jobs after completion of the project.

- Provide users of the Specific Plan and residents of the surrounding community with convenient commercial services.

Result: The Specific Plan has provided for five commercial nodes throughout the project site. The commercial sites are planned along the eastern side of Winchester Road and the entrance to the French Valley Airport and Auld Road.

- Provide a range of commercial, industrial and office business park uses that are compatible with the adjacent French Valley Airport.

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Result: The French Valley Airport and its surrounding area is expected to incur substantial growth and economic development pressures in the coming years. The SP 2656, A1 will establish a quality setting through the application of high quality

development standards, architectural restrictions and landscape treatments. SP 265, A1 will assist the County in establishing a high quality environment and setting for the airport.

- Provide active recreation for the users and employees within the Specific Plan.

Result: A nature trail with jogging stations is centrally planned within the Specific Plan along Tocalota Creek.

Many important issues were thoroughly examined and considered during the preparation of SP, 265, A1. Engineering feasibility, market acceptance, economic viability, County Comprehensive General Plan goals, Southwest Area Plan goals, MSHCP criteria, and local community goals all were considered during the planning process for SP 265, A1. In order to ensure the functional integrity, economic viability, environmental sensitivity, and positive aesthetic contribution of the community, specific planning and development goals for the community were established and supported by this extensive analysis. With these specific Project goals in mind, the following objectives have been established for SP 265, A1:

- Provide clear direction to decision makers regarding the theming and intent of SP 265, A1, thus reducing the possibility of confusing interpretation and subjective decisions related to SP 265, A1 implementation.
- Address business park, industrial, office, commercial and residential product design, landscape design, and community elements such as trails, walls, fencing, and parks.
- Establish a consistent design expression among site planning, architectural and landscape architectural components, while allowing reasonable flexibility in design.
- Create integrated neighborhoods, rather than a series of adjacent subdivisions.
- Reinforce the residential community's overall theme with a selection of four (4) specific architectural styles, climate/regionally appropriate landscaping, as well as the incorporation of rock material found on the site into the community elements.
- Establish a strong sense of community with shared community spaces, regional and community trail systems, a hierarchy of monumentation, and quality architectural designs.
- Provide Project continuity and compatibility with surrounding uses through site planning, building design, street design, landscaping and other design elements that will endure for the life of the community.
- Provide for housing products that are responsive to local needs and market demands.

G. Financing Mechanisms

All specific plans must contain a "program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3)" pursuant to Government Code §65451(a)(4). Common strategies are to include a form of an overlay-zone or other zoning-like regulations as part of the implementation program. Implementation of public infrastructure and facilities policy is also commonly accomplished through the inclusion of a capital improvements program.

The major infrastructure costs may be financed through appropriate funding mechanisms acceptable to the County of Riverside. This may include private financing; community facilities district(s); the formation of one or more assessment district(s); the application of funds from certain County, State and other agency fee programs; and/or other acceptable financing mechanism available to the County.

H. General Plan Consistency Analysis

The following General Plan Elements and Policies are relevant to the portion of SP 265, A1 which are contained in Planning Areas 14-17, 19, 21 and 22:

General Plan Elements/Policies:**Land Use**

The Project is located within the Southwest Area Plan of the Riverside County Integrated Plan adopted by the Board of Supervisors in 2003. As described and detailed in Section I.D.1, Chronology, below, SP 265 was approved in 1994. At that time, SP 265 allowed for non-residential uses to include: business park, light industrial, office, commercial, and open space. Since the adoption of SP 265, there have been significant changes in the SP 265 area, as well as SP 265 as a result of actions taken by the County of Riverside, City of Murrieta, and the Rancho California Water District (RCWD) that have affected the original scope of SP 265. SP 265, A1 will allow for residential and recreational uses in the southeasterly portions of the Project area, while retaining (and sometimes modifying) the business park, light industrial, office, commercial and open space land uses based on these changes. Please refer to Table I-1, *Specific Plan Land Use Comparison*, details the Planning Areas and associated acreage for both the original SP 265 and the current, SP 265, A1.

Other applicable Land Use policies:

- LU 2.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following:

a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.

Response: SP 265, A1 will allow a mixture of single-family detached residential housing types.

b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.

Response: SP 265, A1 will provide an suburban community.

c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.

Response: SP 265, A1 provides for residential, open space and recreation uses.

d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.

Response: SP 265, A1 is concentrating its growth in the burgeoning French Valley area and the greater Southwest Area Plan.

e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.

Response: SP 265, A1 is concentrating its growth in the burgeoning French Valley area and the greater Southwest Area Plan, in proximity of the Cities of Murrieta and Temecula.

f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.

Response: SP 265, A1 does not include multi-modal transportation opportunities; however it does include land use arrangements that reduce reliance on the automobile.

g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

Response: The Project site is not environmentally sensitive, nor is it subject to severe natural hazards.

- LU 3.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts:

a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, and housing.

Response: SP 265, A1 provides for a residential, open space and recreation uses in proximity to existing and proposed employment, shopping and recreation.

b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.

Response: The Project site is an undeveloped parcel with an approved Specific Plan designation.

c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.

Response: This does not apply to the Project.

d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.

Response: SP 265, A1 has a comprehensive street and trail network that directly connects local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.

e. Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.

Response: This does not apply to the Project.

f. In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).

Response: This does not apply to the Project.

g. Provide the opportunity to link communities through access to multi-modal transportation systems.

Response: SP 265, A1 does not preclude this.

- LU 6.1 Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.

Response: SP 265, A1 has been designed in conformance with the County's General Plan and other applicable ordinance. An EA will be prepared in accordance with the CEQA Guidelines to ensure compatibility and minimize impacts.

- SWAP 9.1 Accelerate the construction of transportation infrastructure in the Highway 79 Policy Area. The County shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County shall coordinate with cities adjacent to the policy area to accelerate the usable revenue flow of existing funding programs, thus assuring that transportation infrastructure is in place when needed.

Response: SP 265, A1 does not preclude this.

- SWAP 9.2 Establish a program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.

Response: According to the Traffic Impact Analysis prepared for SP 265, A1, the proposed Project will generate fewer AM peak hour trips and fewer PM peak hour trips, and fewer daily trips than the original SP 265.

- SWAP 11.1 To provide for the orderly development of French Valley Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for French Valley Airport as fully set forth in Appendix L and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Response: SP 265, A1 is consistent with the Airport Land Use Compatibility Plan for French Valley Airport as well as the other General Plan policies (see below).

Circulation

- SWAP 17.1 Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the functional classifications and standards specified in the General Plan Circulation Element.

Response: All Circulation Element Roadways associated with SP 265, A1 will be designed and developed per Figure 7 (*in Area Plan*) Circulation, and in accordance with the Functional Classifications and Standards section of the General Plan Circulation Element.

- SWAP 17.2 Maintain the County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

Response: Per the Traffic Impact Analysis prepared for SP 265, A1, implementation of the Project will maintain the County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

- SWAP 18.1 Implement the Trails and Bikeway System, Figure 8, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

Response: SP 265, A1 will serve to implement the Trails and Bikeway System as discussed in the Trails and Greenways section of the General Plan Multipurpose Open Space Element and in the Non-motorized Transportation section of the General Plan Circulation Element. This is reflected in Figure II-3, Non-Vehicular Circulation Plan of SP 265, A1.

Multipurpose Open Space

- SWAP 21.1 Protect the Santa Margarita watershed and habitat, and provide recreational opportunities and flood protection through adherence to the Watershed Management section of the General Plan Multipurpose Open Space Element, as well as use of Best Management Practice policies.

Response: SP 265, A1, through its design, will protect the Santa Margarita watershed and habitat, and provide recreational opportunities and flood protection through adherence to the Watershed Management section of the General Plan Multipurpose Open Space Element, as well as use of Best Management Practice policies.

- SWAP 23.3 Maintain habitat connectivity within Murrieta Creek, Temecula Creek, Lower Tualota Creek, Lower Warm Springs Creek, and Pechanga Creek to facilitate wildlife movement and dispersal, (especially for the California gnatcatcher and Quino checkerspot butterfly) and conservation of wetland species.

Response: SP 265, A1 surrounds a portion of the Tualota Creek. Development will not encroach into Tualota Creek. Habitat connectivity will be maintained.

Safety

- SWAP 24.1 Protect life and property from the hazards of potential dam failures and flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.

Response: SP 265, A1 has been designed to adhere to the flood proofing and flood protection requirements of the Riverside County Flood Control and Water Conservation District, as applicable. This is reflected in Section II.C., Drainage Plan of SP 265,A1.

- SWAP 24.3 Adhere to the flood proofing, flood protection requirements, and flood management review requirements of Riverside County Ordinance No. 458 regulating flood hazards.

Response: SP 265, A1 has been designed to protect life and property from the hazards of potential dam failures and flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element. This is reflected in Section II.C., Drainage Plan of SP 265, A1.

- SWAP 24.4 Require proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow to be submitted to the Riverside County Flood Control and Water Conservation District for review.

Response: SP 265, A1has been designed to protect proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow, as applicable. This is reflected in Section II.C., Drainage Plan of SP 265, A1.

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

Response: SP 265, A1has been designed to protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element. Fuel modification zones have been provided where natural open space abuts development.

- SWAP 26.1 Protect life and property from seismic-related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.

Response: SP 265, A1 will be developed in adherence to the Seismic Hazards section of the General Plan Safety Element in order to protect life and property from seismic-related incidents.

Noise

- N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used. (AI 107)

Response: SP 265, A1 will protect noise-sensitive land uses from high levels of noise. This will be achieved by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used. Any mitigation will be supported by the Project's noise study.

- N 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports. (AI 107)

Response: SP 265, A1 will be located away from any major transportation corridors; however, it is located within the French Valley Airport Influence Area. Noise

contours from the Airport, beyond acceptable levels, will not impact SP 265, A1. This conclusion will be supported by the Project's Noise Analysis.

- N 1.3 Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:
 - Schools;
 - Hospitals;
 - Rest Homes;
 - Long Term Care Facilities;
 - Mental Care Facilities;
 - Residential Uses;
 - Libraries;
 - Passive Recreation Uses; and
 - Places of worship.

Response: The zoning code contained within SP 265, A1 will comply with this Objective.

- N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys. (AI 106, 109)

Response: A site-specific noise analysis will be conducted for SP 265, A1 and conclusions will be contained within the EA. It is not anticipated that existing land uses will present noise compatibility issues with SP 265, A1.

- N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108).

Response: A site-specific noise analysis will be conducted for SP 265, A1 and conclusions will be contained within the Project EA. It is anticipated that SP 265, A1 as designed will mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

- N 1.6 Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107).

Response: SP 265, A1, as located will not be impacted from planned and existing commercial and industrial development.

- N 1.7 Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem. (AI 106, 107)

Response: Response: A site specific noise analysis will be conducted for SP 265, A1 and conclusions will be contained within the Project EA. It is anticipated that SP 265, A1 as designed will recommend structural and site design features that will adequately mitigate any potential noise problems.

- N 2.2 Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise. (AI 105, 107)

Response: A site specific noise analysis will be conducted by a qualified acoustical specialist for SP 265, A1 to mitigate any existing noise. Conclusions will be contained within the Project EA.

- N 2.3 Mitigate exterior and interior noises to the levels listed in Table N-2 to the extent feasible, for stationary sources: (AI 105)

Response: A site specific noise analysis will be conducted by a qualified acoustical specialist for SP 265, A1 to mitigate exterior and interior noises to the levels listed in Table N-2 to the extent feasible, for stationary sources.

- N 3.1 Protect Riverside County's agricultural resources from noise complaints that may result from routine farming practices, through the enforcement of the Riverside County Right-to-Farm Ordinance. (AI 105, 107)

Response: SP 265, A1 is not located within proximity to any agricultural resources. It is not anticipated that any noise complaints may result from routine farming practices. The Specific Plan Area is located within the Murrieta Hot Springs Ag Preserve 14. A Notice of Non Renewal was approved in 1996. An Application for Disestablishment of an Agricultural Preserve was filed in conjunction with SP 265, A1.

- N 3.2 Require acoustical studies and subsequent approval by the Planning Department and the Office of Industrial Hygiene, to help determine effective noise mitigation strategies in noise-producing areas. (AI 105)

Response: A site specific noise analysis will be conducted by a qualified acoustical specialist for SP 265, A1 to help determine effective noise mitigation strategies in noise-producing areas. Conclusions will be contained within the Project EA.

- N 4.1 Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels: (AI 105)
 - a. 45 dBA-10-minute L_{eq} between 10:00 p.m. and 7:00 a.m.
 - b. 65 dBA-10-minute L_{eq} between 7:00 a.m. and 10:00 p.m.

Response: SP 265, A1 will, to the greatest extent possible, prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels.

- N 4.2 Develop measures to control non-transportation noise impacts. (AI 105)

Response: SP 265, A1, as designed contains measures to control non-transportation noise impacts.

- N 4.3 Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed, and ensure that the recommended mitigation measures are implemented. (AI 105, 106, 109)

Response: A site specific noise analysis will be conducted by a qualified acoustical specialist for SP 265, A1 for potential generator of significant stationary noise impacts be

properly analyzed, and ensure that the recommended mitigation measures are implemented. Conclusions will be contained within the Project EA.

- N 4.4 Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources. (AI 105)

Response: Subsequent site-specific noise analysis will be conducted by a qualified acoustical specialist for SP 265, A1 for any new or renovated land uses or structures determined to be potential major stationary noise sources. Conclusions will be contained within the Project EA.

- N 4.5 Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of Conditional Use Permits or business licenses or prior to the approval and/or issuance of new Conditional Use Permits for said facilities. (AI 105, 107)

Response: It is not anticipated that SP 265, A1 will contain any major stationary noise-generating sources. Should any be proposed, they will be required to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of Conditional Use Permits or business licenses or prior to the approval and/or issuance of new Conditional Use Permits for said facilities.

- N 8.2 Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the County.

Response: Any proposed expansion of this roadway will be subject to subsequent environmental studies which will contain the appropriate mitigation, when applicable.

- N 8.3 Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106).

Response: A site specific noise analysis will be conducted by a qualified acoustical specialist for SP 265, A1 to determine if the Project generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. Conclusions will be contained within the Project EA.

- N 8.6 Require that all future exterior noise forecasts use Level of Service C, and be based on designed road capacity or 20-year projection of development (whichever is less) for future noise forecasts. (AI 106)

Response: The Project specific noise analysis will comply with this Policy.

- N 8.7 Require that field noise monitoring be performed prior to siting to any sensitive land uses along arterial roadways. Noise level measurements should be of at least 10 minutes in duration and should include simultaneous vehicle counts so that more accurate vehicle ratios may be used in modeling ambient noise levels. (AI 106)

Response: The Project specific noise analysis will comply with this Policy.

- N 9.3 Encourage the development and use of alternative transportation modes including bicycle paths and pedestrian walkways to minimize vehicular noise within sensitive receptor areas.

Response: SP 265, A1, as designed shall encourage the development and use of alternative transportation modes including bicycle paths and pedestrian walkways to minimize vehicular noise within sensitive receptor areas.

- N 11.1 Utilize natural barriers such as hills, berms, boulders, and dense vegetation to assist in noise reduction. (AI 108).

Response: SP 265, A1, as designed, shall utilize natural barriers such as hills, berms, boulders, and dense vegetation to assist in noise reduction to the greatest extent possible.

- N 11.2 Utilize dense landscaping to effectively reduce noise. However, when there is a long initial period where the immaturity of new landscaping makes this approach only marginally effective, utilize a large number of highly dense species planted in a fairly mature state, at close intervals, in conjunction with earthen berms, setbacks, or block walls. (AI 108)

Response: SP 265, A1, as designed, shall utilize dense landscaping to effectively reduce noise. However, when there is a long initial period where the immaturity of new landscaping makes this approach only marginally effective, utilize a large number of highly dense species planted in a fairly mature state, at close intervals, in conjunction with earthen berms, setbacks, or block walls to the greatest extent possible.

- N 12.1 Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)

Response: SP 265, A1 will comply with the mitigation measures contained in the Project specific noise analysis to minimize the impacts of construction noise on adjacent uses within acceptable practices.

- N 12.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas. (AI 105, 108)

Response: SP 265, A1 will comply with this standard condition of approval and any Project Specific mitigation measures, to ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

- N 12.3 Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:
 - a. Temporary noise attenuation fences;
 - b. Preferential location of equipment; and
 - c. Use of current noise suppression technology and equipment. (AI 107)

Response: SP 265, A1 will comply with this standard condition of approval and any Project Specific mitigation measures, requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan will depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this Project.

- N 12.4 Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (AI 105, 108)

Response: SP 265, A1 will comply with this Policy and any standard conditions of approval or mitigation measures that require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

- N 13.1 Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.

Response: SP 265, A1 will comply with this Policy at the building permit stage of development.

- N 13.2 Continue to develop effective strategies and mitigation measures for the abatement of noise hazards reflecting effective site design approaches and state-of-the-art building technologies. (AI 108)

Response: SP 265, A1 will comply with this Policy at the building permit stage of development.

- N 13.3 Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include:
 - Separation of noise-sensitive buildings from noise-generating sources;
 - Use of natural topography and intervening structure to shield noise-sensitive land uses; and
 - Adequate sound proofing within the receiving structure. (AI 106)

Response: SP 265, A1 has incorporated acoustic site planning into the design and will implement this throughout the duration of the Project. Recommendations included in the Project-specific noise analysis include: setback requirements, wall heights and locations, and building specifications.

- N 13.4 Consider and, when necessary to lower noise to acceptable limits, require noise barriers and landscaped berms. (AI 108)

Response: SP 265, A1 will incorporate these as feasible throughout the duration of the Project.

- N 13.6 Prevent the transmission of excessive and unacceptable noise levels between individual tenants and businesses in commercial structures and between individual dwelling units in multi-family residential structures. (AI 105, 108)

Response: SP 265, A1 will incorporate these as feasible throughout the duration of the Project.

- N 13.8 Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.

Response: The Project specific noise analysis will be consistent with the standards and policies of the Noise Element of the General Plan.

- N 15.1 Restrict the placement of sensitive land uses in proximity to vibration-producing land uses. (AI 105)

Response: SP 265, A1 will incorporate these as feasible throughout the duration of the Project.

- N 15.2 Consider the following land uses sensitive to vibration:

- Hospitals;
- Residential Areas;
- Concert Halls;
- Libraries;
- Sensitive Research Operations;
- Schools; and
- Offices.

Response: SP 265, A1 will incorporate these as feasible throughout the duration of the Project.

- N 18.5 Require new developments that have the potential to generate significant noise impacts to inform impacted users on the effects of these impacts during the environmental review process. (AI 106, 107)

Response: SP 265, A1 will incorporate these as feasible throughout the duration of the Project.

Housing

- H 1.1 Encourage housing developers to produce affordable units by providing assistance and incentives for projects that include new affordable units available to lower/moderate income households or special needs housing.

Response: SP 265, A1 proposes housing opportunities to help implement this Objective.

- H 1.7 Encourage innovative housing, site design and construction techniques to promote new affordable housing by the private sector.

Response: SP 265, A1 proposes housing opportunities to help implement this Objective.

- H 5.1 Encourage the use of energy conservation features in residential construction and remodeling.

Response: SP 265, A1 contains energy conservation requirements.

Air Quality

- AQ 1.4 Coordinate with the South Coast Air Quality Management District to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced. (AI 111)

Response: SP 265, A1 will comply with this Policy during all phases of development.

- AQ 2.2 Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible. (AI 114)

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 2.3 Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution. (AI 114)

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 4.1 Encourage the use of building materials/methods which reduce emissions.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 4.2 Encourage the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 4.3 Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 4.4 Require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 4.6 Require stationary air pollution sources to comply with applicable air district rules and control measures.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 4.7 To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SOCAB, the Environmental Protection Agency and the California Air Resources Board.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 4.9 Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 4.10 Coordinate with the SCAQMD and MDAQMD to create a communications plan to alert those conducting grading operations in the County of first, second, and third stage smog alerts, and when wind speeds exceed 25 miles per hour. During these instances all grading operations should be suspended (AI 111)

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 5.1 Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 5.4 Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 8.7 Implement zoning code provisions which encourage community centers, telecommuting and home-based businesses. (AI 1)

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 8.8 Promote land use patterns which reduce the number and length of motor vehicle trips. (AI 26)

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 8.9 Promote land use patterns that promote alternative modes of travel. (AI 26)

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 17.1 Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way, and off-road vehicles to the extent possible. (AI 123)

Response: SP 265, A1 has been designed to achieve this Policy, particularly as it relates to construction, debris hauling, street cleaning, utility maintenance, and will comply with standard conditions of approval and any Project specific mitigation measures.

- AQ 17.5 Adopt incentives and/or procedures to limit dust from agricultural lands and operations, where applicable. (AI 123)

Response: SP 265, A1 is not located in proximity to any agricultural lands.

- AQ 17.6 Reduce emissions from building materials and methods that generate excessive pollutants, through incentives and/or regulations.

Response: SP 265, A1 has been designed to achieve this Policy, and will comply with standard conditions of approval and any Project specific mitigation measures.