

II. Specific Plan

The Specific Plan section includes the principal elements for the Borel Airpark Center Specific Plan. The contents of this section have been structured so as to build the discussion from broad general overviews of the project and its various land use components, to very specific details on the specific plan proposal. Chapter II also contains the Specific Plan Architectural and Landscape Guidelines in addition to the project's Implementation Plan and Standards.

A. Introduction

The following discussion will be presented in two sections; plan methodology and market objectives.

1. Plan Methodology

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

The introduction of the French Valley Airport, the Southwest Riverside County Justice Center and prospective development within the airport property provide a strong impetus to the establishment of a substantial commerce and employment center. The focus of this specific plan effort is to complement the County's efforts and to develop the premier location for corporate facilities and offices in Southwest Riverside County. This will be accomplished through strict zoning and architectural control and through the introduction of a top-quality landscaping program.

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

A unique planning element facilitated within the specific plan is the creation of a "corporate airpark". This element of the project would include

a system of private taxi-ways at the rear of the commercial/industrial lots, permitting individual corporations to store private aircraft off of the airport on their business sites. The private taxi-way network would connect to on-site airport taxi-ways at gate controlled locations.

As with any plan, the circulation system is the critical element in the establishment of a solid land use plan. The project has been designed in conformance with the Circulation Element of the County General Plan to address regional transportation concerns. In addition, a system of local streets has been designed in order to complement regional links and to move project related traffic to these regional links in the most efficient manner possible.

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

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

2. Market Objectives

The primary objectives of the project are to respond to local and regional market demands for office, commercial and industrial development and for employment opportunities and to maximize the potential and benefits of the French Valley Airport.

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

Specific market objectives for the Borel Airpark Center include:

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

B. Specific Land Use Components

The various land use components which comprise the Borel Airpark Center Specific Plan include Industrial Park, Restricted Light Industrial, Office Park, Commercial and Open Space. A description of these land use categories follows.

1. Industrial Park

The Industrial Park designation comprises 256.5 acres (or 33 percent) of the overall project. The largest concentration of this proposed designation is on the east side of the airport (Planning Area 2.0) which will be developed as an "airpark" where private airplane taxi-ways will adjoin rear lot lines, affording direct airport taxi-way access by way of access controlled gates. Within this unit, businesses will be able to establish their buildings in concert with personal aircraft storage facilities. Uses which conflict with the livelihood of the Airport Fixed Base Operator (FBO) or other uses within the airport proper will not be permitted. The other planning area with the Industrial Park designation includes No. 1.0.

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

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

2. Restricted Light Industrial

The Restricted Light Industrial designation comprises 159.2 acres (or 20%) of the overall project. This land use designation is concentrated in the southern portion of the development, Planning Areas No. 6.1 and 6.2, overlooking the Temecula Creek and the French Valley Airport. Other planning areas with Restricted Light Industrial designation include Nos. 3.0, 4.0, 5.0 and 6.0.

The purpose of this designation is to establish Restricted Light Industrial and limited commercial service uses which are compatible with and appurtenant to airport operations. The designation will cater to users ranging from small commercial service businesses to larger-scale light manufacturing, corporate offices, assembly, research and development, warehousing operations and medical facilities. Compliance with all Federal, State and local guidelines and requirements for the containment of all stored on-site hazardous materials shall be strictly adhered to.

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

3. Office Park

The Office Park designation is proposed for 116.6 acres, or 15 percent, of the entire project area. The marketing focus of this designation will be upon attracting high quality corporate offices and headquarters. The areas selected for this designation include prominent visual locations along Winchester Road (Planning Areas 10.0, 11.0, 11.1 and 11.2).

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

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

4. Commercial

The Commercial component of the specific plan comprises 88.6 acres (11 percent of the overall project). Enclaves bearing this designation are planned for several strategic locations in the project, including the intersections of Winchester Road and Thompson Road (Planning Area 20.0),

Winchester Road and Auld Road (Planning Area 21.0), at the Airport entrance and Winchester Road (Planning Area 21.1), Winchester Road and Borel Road (Planning Area 21.2) and at Borel Road and Leon Road (Planning Area 22.0).

The commercial areas will be targeted for uses which sustain the other activities within the project and the airport area and which minimize external vehicle trips. Typical uses expected under this category include both sit-down and take-out restaurants, delis and sandwich shops, hotels and motels, printing and copying services, commercial offices and services, medical offices, automobile service stations, commercial recreational facilities such as health clubs and day care facilities. Commercial uses within Planning Area 20.0 shall utilize lower intensity uses that are consistent with the policies of the ALUC, such as delis/sandwich shops, printing/copying services, commercial offices and services and medical offices. As with the other uses proposed, there will be a strict emphasis on quality architectural design and landscaping.

5. Open Space and Other Uses

Open Space areas comprise 162.5 acres, or 21 percent, of the project; roadways consume 37.7 acres (5 percent). Open space areas include the deeply incised bed of Tucalota Creek, a large Metropolitan Water District (MWD) easement along the southeasterly project periphery, and a substantial blueline streambed in the triangular area formed by Thompson Road, Clinton Keith Road and Winchester Road.

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

C. Development Plan and Overall Standards

The Borel Airpark Center Specific Plan will reflect a mixed use business park in response to market and development trends in and around the communities of Murrieta and Rancho California/Temecula.

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

The Borel Airpark Center Specific Plan will provide a diverse, high quality business environment; attractive to a broad spectrum of business and commerce.

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

1. Project-wide Standards

Project-wide development standards for landscaping, architecture and site design shall be applied to implement overall design coordination of development areas within the Borel Airpark Center Specific Plan. Said standards will be applied to all planning areas. The architectural/landscape guidelines and a project implementation program will be the essence of the project-wide level of standards.

The following discussion has been divided into thirteen subsections corresponding to the various design elements to include the following:

- o Office Park
- o Industrial Park
- o Restricted Light Industrial
- o Commercial
- o Open Space and Recreation
- o Circulation
- o Drainage

- o Water and Sewer Plan
- o Master Phasing Plan
- o Grading Concept Plan
- o Landscaping Plan
- o Lighting
- o Zoning

2. Office Park Plan and Standards

The ensuing discussion will be presented in two sections: an overall description of the office park component and a set of overall standards to be incorporated into the office park planning areas. Planning area specific standards are discussed in Section D of this chapter, regarding Planning Areas 10.0, 11.0, 11.1 and 11.2.

- o Office Park Plan

Areas designated for Office Park total 116.6 acres, split into five planning areas. Areas 10.0, 11.0, 11.1 and 11.2 are situated in high profile locations along Winchester Road with excellent opportunities for corporate visibility and for the provision of a positive visual image through excellent architecture.

The design objective of the Office Park designation will be to establish a major portion of the visual and architectural image of the project. The focus will be upon progressive, innovative forms of building design which reflect the quality standards envisioned for this project. The desired users for these project components include corporate headquarters and regional offices.

- o Office Park Standards

The following development standards shall apply to the commercial area in the Borel Airpark Center. Planning Area specific standards are provided in Section D of this chapter.

- * Office park uses shall be developed in accordance with respective planning area standards.
- * Permitted commercial office uses shall include those uses as outlined in Section D of this chapter.
- * Parking shall be provided as required by the appropriate section of County Ordinance 348. Additionally, up to twenty percent of the total parking count may be sized for compact cars.
- * Commercial office development shall occur consistent with the architectural, site planning, landscaping and signage guidelines specified in Section E of this chapter.
- * An environmental assessment shall be conducted for each change of zone, plot plan, conditional use permit and/or specific plan amendment. Said environmental assessment shall utilize environmental impacts and corresponding mitigation measures addressed in the EIR prepared in conjunction with Specific Plan No. 265.
- * Final office commercial development plans for each planning area shall be determined through the appropriate development application with site plan design based upon, but not limited to, the following:
 - Adequate availability of services;
 - Adequate access and circulation;
 - Sensitivity to visual considerations; neighboring land uses and design through appropriate architectural controls, site plan design/layout and landscaping treatments.
- * A comprehensive architectural and development package must be submitted with all plot plans and/or conditional use applications within the office park

designated areas. This information shall initially be submitted to and approved by the Architectural Review Committee of Borel Airpark Center and shall include the following:

- Color and material exhibits as indicated below describing all exterior colors, textures and materials for all buildings, roofs, walls, fences and special paving within the project:
 - One color and materials sample board (maximum size 8 x 13 inches by 3/8 inches thick) containing precise color, texture and material swatches or photographs (which may be clipped from suppliers' brochures). Indicate on the board the name, address and phone number of both the sample board preparer and project applicant, Assessors Parcel Number and the manufacturer and product number where possible (trade names also acceptable).
 - One copy of the architectural elevations colored to represent the selected color combination, with symbols keyed to the color and materials board. The written colors and material descriptions shall be located on the elevation.
- Complete street elevations, including all buildings, walls, entries and proposed landscaping treatments in colored form.
- Provide scaled site cross-sections to describe the project, cutting the property on a generally north-south axis and east-west axis; including adjacent properties to a distance of 300 feet showing existing adjacent structures. These plans are intended to show the relationship of proposed buildings with street grades and neighboring properties.

- A Parking and Landscaping Plan shall be submitted as part of the site plan approval.

3. Industrial Park Plan and Standards

The ensuing discussion will be presented in two sections: an overall description of the industrial park components and a set of overall standards to be incorporated into the industrial planning areas. Planning area specific standards are discussed in Section D of this chapter, regarding Planning Areas 1.0 and 2.0.

o Industrial Park Plan

Industrial Park designated planning areas comprise 256.5 acres of the project, distributed among three areas. Planning Area 1.0 is located north of the French Valley Airport and will not have direct contact with aviation activities, but will most likely accommodate high tech industrial and/or research and development uses which require excellent roadway access and a dynamic business environment. Planning Area 2.0 is located immediately east of the French Valley Airport. Limited commercial services and multi-tenant facilities will also be appropriate for these areas.

Planning Area 2.0 will provide the signature element of the project, which, for the purposes of this document, is being termed an "Executive Airpark". This land use element is based upon a spinal network of aircraft taxiways which abut the rears of most lots in this planning area and which feed to access points which facilitate direct access to airport taxiways. A security fence shall be installed around the perimeter of the executive airpark per the requirements of the Airport Land Use Commission and F.A.A. The fencing will be eliminated along the portion of Planning Area 2.0 which abuts the French Valley Airport. Automatic security gates shall be placed at each vehicular entry to this planning area. The gates will be operated by card-keys and may generate fee revenues for the County of Riverside.

The combination of aircraft accessibility with industrial development will provide a very attractive opportunity to businesses with small private aircraft as well as to business owners who are flying enthusiasts. It is expected that the industrial development in this area will be a mixture of light manufacturing, office and research and development uses. Uses which are competitive with uses or services found within the airport shall not be permitted.

o Industrial Park

The following development standards shall apply to the industrial park area in the Borel Airpark Center. Planning Area specific standards are provided in Section D of this chapter.

- * Industrial park uses shall be developed in accordance with the respective planning area standards.
- * Permitted industrial park uses shall include those uses as outlined in Section D of this chapter.
- * Parking shall be provided as required by the appropriate section of County Ordinance 348. Additionally, up to twenty percent of the total parking count may be sized for compact cars.
- * Building elevations shall include full roof treatments and all mechanical roof-mounted equipment shall be shielded from view.
- * Industrial park development shall occur consistent with the architectural, site planning, landscaping and signage guidelines specified in Section E of this chapter.
- * Storage areas and trash receptacles shall be located so as not to impose adverse visual, health and noise impacts upon adjoining areas.
- * An environmental assessment shall be conducted for each change of zone, plot

plan, conditional use permit and/or specific plan amendment. Said environmental assessment shall utilize environmental impacts and corresponding mitigation measures addressed in the EIR prepared in conjunction with Specific Plan 265.

* Final industrial park development plans for each planning area shall be determined through the appropriate development application with site plan design based upon, but not limited to, the following:

- Adequate availability of service;
- Adequate access and circulation;
- Sensitivity to neighboring land uses and design through appropriate architectural controls, site plan design/layout and landscaping treatments.

* A comprehensive architectural and development package must be submitted with all plot plan and/or conditional use applications within the industrial park designated areas. This information shall first be submitted to and approved by the Architectural Review Committee of Borel Airpark Center and shall include the following:

- Color and material exhibits as indicated below describing all exterior colors, textures and materials for all buildings, roofs, walls, fences and special paving within the project:
 - One color and materials sample board (maximum size 8 x 13 inches by 3/8 inches thick) containing precise color, texture and material swatches or photographs (which may be clipped from suppliers' brochures). Indicate on the board the name, address and phone number of both the sample

board preparer and project applicant, Assessors Parcel Number and the manufacturer and product number where possible (trade names also acceptable).

- One copy of the architectural elevations colored to represent the selected color combination, with symbols keyed to the color and materials board. The written colors and material descriptions shall be located on the elevation.
- Complete street elevations, including all buildings, walls, entries and proposed landscaping treatments in colored form.
- Provide scaled site cross-sections to describe the project, cutting the property on a generally north-south axis and east-west axis; including adjacent properties to a distance of 300 feet showing existing adjacent structures. These plans are intended to show the relationship of proposed buildings with street grades and neighboring properties.
- A Parking and Landscaping Plan shall be submitted as part of site plan approval.

4. Restricted Light Industrial Plan and Standards

The ensuing discussion will be presented in two sections: an overall description of the restricted light industrial components and a set of overall standards to be incorporated into the restricted light industrial planning areas. Planning area specific standards are discussed in Section D of this chapter, regarding Planning Areas 3.0, 4.0, 5.0, 6.0, 6.1 and 6.2.

o Restricted Light Industrial Plan

Restricted light industrial designated planning areas comprise 159.2 acres of the project, distributed among six areas.

Planning Areas 3.0, 4.0, 5.0, 6.0, 6.1 and 6.2 will enjoy a very direct relationship to aviation activities and airport operations. Area 4.0, although only 15.4 acres in size, physically is a southerly extension of airport-proper on-site activities. A natural land use progression would result in use of this site for airport-related services. Planning Area 5.0 is located at the southerly end of the airport runway. Due to the fact that substantial discussion has occurred and interest exists with regard to airport expansion and runway extension, this planning area is being reserved for future (final phase) development in the event that expansion does occur. Should this area ultimately be developed for industrial use, the appropriate users would likely be low (population) intensity manufacturing and warehouse operations.

Planning Areas 6.0 and 6.1 are located in higher elevations in the southeasterly portion of the site in order to take advantage of elevated terrain and views over the project, French Valley Airport and the natural visual amenity of Tucalota Creek Channel.

o **Restricted Light Industrial**

The following development standards shall apply to the restricted light industrial area in the Borel Airpark Center. Planning area specific standards are provided in Section D of this chapter.

- * Restricted light industrial uses shall be developed in accordance with the respective planning area standards.
- * Permitted restricted light industrial uses shall include those uses as outlined in Section D of this chapter.
- * Parking shall be provided as required by the appropriate section of County Ordinance 348. Additionally, up to twenty percent of the total parking count may be sized for compact cars.

- * Building elevations shall include full roof treatments and all mechanical roof-mounted equipment shall be shielded from view.
- * Restricted light industrial development shall occur consistent with the architectural, site planning, landscaping and signage guidelines specified in Section E of this chapter.
- * Storage areas and trash receptacles shall be located so as not to impose adverse visual, health and noise impacts upon adjoining areas.
- * An environmental assessment shall be conducted for each change of zone, plot plan, conditional use permit and/or specific plan amendment. Said environmental assessment shall utilize environmental impacts and corresponding mitigation measures addressed in the EIR prepared in conjunction with Specific Plan No. 265.
- * Final restricted light industrial development plans for each planning area shall be determined through the appropriate development application with site plan design based upon, but not limited to, the following:
 - Adequate availability of services;
 - Adequate access and circulation;
 - Sensitivity to neighboring land uses and design through appropriate architectural controls, site plan design/layout and landscaping treatments.
- * A comprehensive architectural and development package must be submitted with all plot plan and/or conditional use applications within the restricted light industrial designated areas. This information shall first be submitted to and approved by the Architectural Review Committee of Borel Airpark Center and shall include the following:

- Color and material exhibits as indicated below describing all exterior colors, textures and materials for all buildings, roofs, walls, fences and special paving within the project:
 - One color and materials sample board (maximum size 8 x 13 inches by 3/8 inches thick) containing precise color, texture and material swatches or photographs (which may be clipped from suppliers' brochures). Indicate on the board the name, address and phone number of both the sample board preparer and project applicant, Assessors Parcel Number and the manufacturer and product number where possible (trade names also acceptable).
 - One copy of the architectural elevations colored to represent the selected color combination, with symbols keyed to the color and materials board. The written colors and material descriptions shall be located on the elevation.
- Complete street elevations, including all buildings, walls, entries and proposed landscaping treatments in colored form.
- Provide scaled site cross-sections to describe the project, cutting the property on a generally north-south axis and east-west axis; including adjacent properties to a distance of 300 feet showing existing adjacent structures. These plans are intended to show the relationship of proposed buildings with street grades and neighboring properties.
- A Parking and Landscaping Plan shall be submitted as part of site plan approval.

5. Commercial Plan and Standards

The ensuing discussion will be presented in two sections: an overall description of the commercial component and a set of overall standards to be incorporated into the commercial planning areas.

Planning Area specific standards are discussed in Section D of this chapter.

o Commercial Plan

Commercial sites comprise a total of 88.6 acres distributed among five planning areas (Nos. 20.0, 21.0, 21.1, 21.2, and 22.0). Planning Areas 20.0, 21.0 and 21.2 are located at major intersections of east-west roadways with Winchester Road, thereby affording excellent potential for service commercial uses for both project-area business and individuals as well as for passers-by.

Planning Area 21.1 adjoins the future entrance to the new airport terminal and will be ideally suited for hotels/motels and restaurants, or for high profile airport related business. Planning Area 22.0 is centrally located amidst substantial office park areas and is ideally suited for commercial recreation activities (i.e., health club) and a day care facility for the children of project employees.

The quantity and diverse locations proposed for commercial uses allows a substantial degree of flexibility permitting response to changing market conditions.

Additionally, the commercial component will provide a source of employment for area residents. It is anticipated that the commercial area's absorption rate will be commensurate with the emerging pattern of development in the area.

o Commercial Standards

The following development standards shall apply to the commercial area in the Borel Airpark Center. Planning Area specific standards are provided in Section D of this chapter.

- * Commercial uses shall be developed in accordance with the standards specific for the respective planning area in Section D of this chapter.
- * Permitted commercial uses shall include those uses as outlined in Section D of this chapter.
- * Development standards shall comply with CPS (Scenic Highway Commercial) requirements of County Ordinance No. 348, except as modified herein in Chapter V.
- * Parking shall be provided as required by the appropriate section of County Ordinance 348. Additionally, up to twenty percent of the total parking count may be sized for compact cars.
- * Commercial development shall occur consistent with architectural, site planning, landscaping and signage guidelines outlined in Section E of this chapter.
- * Storage areas and trash receptacles shall be located so as not to impose adverse visual, health or noise impacts upon adjoining areas.
- * An environmental assessment shall be conducted for each change of zone, plot plan, conditional use permit and/or specific plan amendment. Said environmental assessment shall utilize environmental impacts and corresponding mitigation measures addressed in the EIR prepared in conjunction with Specific Plan 265.
- * Final commercial development plans for each planning area shall be determined through the appropriate development application with site plan design based upon, but not limited to, the following:
 - Adequate availability of service;
 - Adequate access and circulation;

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- Sensitivity to visual considerations, neighboring land uses and design through appropriate architectural controls, site plan design/layout and landscaping treatments.

* A comprehensive architectural and development package must be submitted with all plot plan and/or conditional use applications within the commercially designated areas. This information shall first be submitted to and approved by the Architectural Review Committee of Borel Airpark Center and shall include the following:

- Color and material exhibits as indicated below describing all exterior colors, textures and materials for all buildings, roofs, walls, fences and special paving within the project:
 - One color and materials sample board (maximum size 8 x 13 inches by 3/8 inches thick) containing precise color, texture and material swatches or photographs (which may be clipped from suppliers' brochures). Indicate on the board the name, address and phone number of both the sample board preparer and project applicant, Assessors Parcel Number and the manufacturer and product number where possible (trade names also acceptable).
 - One copy of the architectural elevations colored to represent the selected color combination, with symbols keyed to the color and materials board. The written colors and material descriptions shall be located on the elevation.
- Complete street elevations, including all buildings, walls,

entries and proposed landscaping treatments in colored form.

- Provide scaled site cross-sections to describe the project, cutting the property on a generally north-south axis and east-west axis; including adjacent properties to a distance of 300 feet showing existing adjacent structures. These plans are intended to show the relationship of proposed buildings with street grades and neighboring properties.
- A Parking and Landscaping Plan shall be submitted as part of site plan approval.

6. Open Space and Recreation Standards

Open space and recreation areas incorporate a project total of 162.5 acres and include two significant drainage courses. The deeply incised channel of Tucalota Creek has significant wildlife, vegetative and visual value. The creek is also home to coastal sage scrub vegetation which accommodates black-tailed gnatcatcher nesting and two ponds which host the western pond turtle. This resource will be preserved in place and will contain a recreational hiking trail to allow public enjoyment of this unique setting.

A major unnamed blue-line tributary to Warm Springs Creek crosses the northern portion of the project between Planning Areas 10.0 and 10.0. This riparian area will also be preserved. SWAP has designated this drainage course as a recreation corridor.

o Standards

The following development standards shall apply to all open space and recreation areas within the Borel Airpark Center Specific Plan.

- * Open space and recreational facilities shall be developed in accordance with the Borel Airpark Center Land Use Plan.
- * Permitted uses shall include park areas and open space areas and shall be developed in accordance with the R-5 (Open Area Combining Zone - Residential

Developments) and R-1 (one-family residential) zoning requirements of Riverside County Ordinance 348 for those uses described therein.

- * All implementing development plans for the open space and recreation areas shall be reviewed by the Riverside County Planning Department for conformance with the applicable elements of the Borel Airpark Center Landscape Guidelines contained herein.
- * All recreation areas shall be fitted with facilities that are appropriate for the level of recreation in question.

7. Circulation Standards

The primary roadway network within and on the perimeter of the Borel Airpark Center encompasses approximately seventeen miles of roadway. People and goods will be circulated through a backbone system of local and collector roadways which will carry on-site traffic to arterials and State Highway 79.

The project site will be accessible via a number of arterial routes, as illustrated in Exhibit 7. The primary regional arteries which will provide access to the project include Winchester Road on the north and south, Auld Road on the east, Clinton Keith Road (future extension thereof) and Borel Road on the west, and Benton Road and Leon Road on the east.

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

The following section establishes design standards for highways, roads and streets. Most roadways within the Borel Airpark Center Specific Plan will be permitted wherever appropriate in accordance with County Transportation Department and Fire Department Standards.

o Description

Exhibit 7 identifies the major road types as listed in Table 2.