

FORM APPROVED COUNTY COUNSEL  
 BY: GREGORY P. PRIAMOS DATE: 7/14/15

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

606B



**FROM:** TLMA – Planning Department

**SUBMITTAL DATE:**  
 July 8, 2015

**SUBJECT:**

**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1, GENERAL PLAN AMENDMENT NO. 1123, CHANGE OF ZONE NO. 7806, TENTATIVE TRACT MAP NO. 36546, AGRICULTURAL CASE NO. 1029 (FTA 2013-11)** – Intent to Certify an Environmental Impact Report – Applicant: Cornerstone Communities– Engineer /Representative: MDMG Inc. – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Industrial Park, Restricted Light Industrial, Office Park- Historic, Office Park, Commercial- Tourist, Commercial, MWD Easement/Open Space, Open Space/Historic Preservation and Open Space as reflected on the Specific Plan Land Use Plan for SP265– Location: Easterly of Highway 79, westerly of Promontory Parkway, and northerly of Calistoga Drive– 716.9 Acres – Zoning: Specific Plan (SP) **REQUEST:** (Continued on next page)

Departmental Concurrence

*Steve Weiss*

Steve Weiss, AICP  
 Planning Director

*Juan C Perez*

Juan C Perez  
 TLMA Director

| FINANCIAL DATA  | Current Fiscal Year: | Next Fiscal Year: | Total Cost: | Ongoing Cost: | POLICY/CONSENT (per Exec. Office)   |
|-----------------|----------------------|-------------------|-------------|---------------|---|
| COST            | \$                   | \$                | \$          | \$            | Consent <input type="checkbox"/> Policy <input checked="" type="checkbox"/> |
| NET COUNTY COST | \$                   | \$                | \$          | \$            |   |

**SOURCE OF FUNDS:** Deposit based funds

**Budget Adjustment:**

For Fiscal Year:

**C.E.O. RECOMMENDATION:**

APPROVE

BY: *Tina Grande*

County Executive Office Signature

**MINUTES OF THE BOARD OF SUPERVISORS**

- A-30
- 4/5 Vote
- Positions Added
- Change Order

Prev. Agn. Ref.: | District: 3 | Agenda Number:

16-2

(Continued from previous page)

**REQUEST:** The **General Plan Amendment** proposes to revise the Land Use Designations as follows: (1) for Assessor's Parcel 957-320-007 from Restricted Light Industrial and Open Space as reflected in the Specific Plan to Community Development, Public Facilities (CD:PF); and (2) for Parcels 957-320-018 and 957-320-014 revise the Land Use Designations from Restricted Light Industrial and Open Space, as reflected in the Specific Plan to Community Development, Public Facilities (CD:PF). The **Specific Plan Amendment** proposes to revise the Specific Plan to remove parcels from the SP, change light industrial uses to residential and recreational uses in the southeasterly portion of the Plan area, and revise the SP Circulation Plan. The **Agricultural Case** proposes to disestablish Murrieta Hot Springs Agricultural Preserve No. 14. The **Change of Zone** proposes three zoning modifications: (1) revise the Specific Plan Zoning Ordinance as it pertains to the renumbering of all Planning Areas, the addition of new Planning Areas 14, 15, 16, 17, 19, 21 and 22 (related to TTM 36546), and the deletion of old Planning Areas 6.2, 10.0, 20.0, and 33.0 (PA's 10.0, 20.0 and 33.0 are now in the City of Murrieta); (2) revise the entire Specific Plan boundary to eliminate three properties from the Specific Plan (two APN's from a runway extension to the French Valley Airport, and one for a Rancho California Water District tank site being removed from the Specific Plan Boundary (portion of PA's 6.0 and 32.0) and to change the zoning on the three properties from Specific Plan (SP) to Manufacturing Service-Commercial (MS-C), and remove a portion of the Specific Plan that is now in the City of Murrieta (PA's 10.0, 20.0 and 33.0); and 3) to formalize the boundaries for all Planning Areas. The **Tentative Tract Map** proposes a subdivision of 161.8 acres into 271 residential lots and 37 lettered lots, 13 of which are for public streets, 10 for water quality basins, 8 designated as HOA, 2 are designated for open space, and 4 designated for parks. (Deposit based funds 100%).

**RECOMMENDED MOTION: That the Board of Supervisors:**

**TENTATIVELY CERTIFY ENVIRONMENTAL IMPACT REPORT NO. 540**, based on the findings and conclusions incorporated in the staff report; and, pending adoption of the Specific Plan Resolution by the Board of Supervisors; and,

**TENTATIVELY APPROVE SPECIFIC PLAN NO. 265 AMENDMENT NO.1**, based on the findings and conclusions incorporated in the staff report; and, pending adoption of the Specific Plan Resolution by the Board of Supervisors;

**TENTATIVELY APPROVE of GENERAL PLAN AMENDMENT NO. 1123**, amending the General Plan Land Use designation for the subject property based upon the findings and conclusions incorporated in the staff report, pending final adoption of the General Plan Amendment Resolution by the Board of Supervisors; and,

**ADOPT RESOLUTION NO. 2015-173** for the Disestablishment of Murrieta Hot Springs Agricultural Preserve No.14, Map No. 1029, based upon findings and conclusions incorporated in the staff report; and,

**TENTATIVELY APPROVE of CHANGE OF ZONE NO. 07806**, based on the findings and conclusions incorporated in the staff report, pending final adoption of the Zoning Ordinance by the Board of Supervisors; and,

**APPROVE TENTATIVE TRACT MAP NO. 36546**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

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

**FORM 11: SPECIFIC PLAN NO. 265 AMENDMENT NO. 1, GENERAL PLAN AMENDMENT NO. 1123, AGRICULTURAL CASE NO. 1029, CHANGE OF ZONE NO. 7806, and TENTATIVE TRACT MAP NO. 36546**

**DATE:** July 8, 2015

**PAGE:** Page 3 of 4

**BACKGROUND:**

**Summary (continued)**

**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1** proposes to revise the Land Use Designation of the Specific Plan for consistency with the Riverside County General Plan, reduce the overall acreage of the project site from 783.4 acres to 716.4 acres, revise the external boundary of the project site to eliminate property from the Specific Plan, and revise the Land Use Designations to permit residential and recreational uses within the southeastern section of the Specific Plan.

Specific Plan No. 265 Amendment No. 1 proposes Land Use Designations including Business Park (BP), Light Industrial (LI), Commercial Office (CO), Commercial Retail (CR), Medium Density Residential (MDR), Medium High Density Residential (MHDR), and Open Space – Recreation (OS-R) and Open Space- Recreation (OS-R) land uses, as reflected on the Specific Plan Land Use Plan. Specifically the project will encompass the following land use designations:

**Business Park / Industrial Land Use:** The Business Park and Industrial land use of SP265A1 will compromise a total of 290.5 acres with 243.1 acres comprised of the Business Park and 47.4 acres comprised of Light Industrial. The designated Business Park land use will be concentrated primarily within the eastern side of the project site (Planning Area 2) and a northwestern portion (Planning Area 1) while Industrial designated areas will be located along the eastern (Planning Area 5), northern (Planning Area 3) and southwestern portions (Planning Areas 4, 6 and 7) of the project site.

**Commercial Office / Commercial Retail**

The Commercial Office land use designation (formally designated Office Park under the original SP265) will compromise a total of 86.8 acres and will be located along the western portion of the project site (Planning Areas 8, 9 and 11). The Commercial Retail land use designation (same under original SP265) will compromise a total of 65.4 acres and will also be located along the western portion of the project site (Planning Areas 10, 12 and 13).

**Residential**

The residential land use designation (formerly Light Industrial) will compromise a total of 57.7 acres and will be located at the southeastern portion of the project site. The residential land use designation will be designated as Medium Density Residential (Planning Areas 14 and 17) and Medium High Density Residential (Planning Areas 15 and 16). A total of 269 residential units and four (4) distinct product types will be included. 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).

**Open Space**

The Open Space designation will compromise a total of 133.8 acres and will be located along the southeastern and eastern portions of the Specific Plan (Planning Areas 18, 19, 20, 21 and 23). Planning Area 22 is designated as Open Space Recreation and will serve for the future development a recreational park to be located in between residential Planning Areas 14, 15 and 16, 17 respectively.

**GENERAL PLAN AMENDMENT NO. 1123** proposes to change the General Plan Land Use Designation for Parcel 957-320-007, a Rancho California Water District water tank site, from Restricted Light Industrial, and Open Space, as reflected on the Land Use Plan for Specific Plan No. 265, to Community Development: Public Facilities (CD:PF). A second Land Use change to change the General Plan Land Use Designations for Parcels 957-320-018, and 957-320-014 which were part of an EDA sponsored runway extension, from Industrial Park and Restricted Light Industrial, as reflected on the Land Use Plan for Specific Plan No. 265 to Community Development: Public Facilities (CD:PF). The initiation for the general Plan Amendment was before the Board on February 25, 2014.

**AGRICULTURAL CASE NO. 1029** proposes to disestablish Murrieta Hot Springs Agricultural Preserve No. 14.

**CHANGE OF ZONE NO. 7806** proposes three zoning modifications: (1) revise the Specific Plan Zoning Ordinance as it pertains to the renumbering of all Planning Area, the addition of new Planning Areas 14, 15, 16, 17, 19, 21 and 22 (related to TTM 36546), and the deletion of old Planning Areas 6.2, 10.0, 20.0, and 33.0 (PA's 10.0, 20.0 and 33.0 are now in the City of Murrieta); (2) revise the entire Specific Plan boundary to eliminate three properties from the Specific Plan (two APN's from a runway extension to the French Valley Airport, and one for a Rancho California Water District tank site being removed from the Specific Plan Boundary) and to change the zoning on the three properties from Specific Plan (SP) to Manufacturing Service-Commercial (MS-C), and remove a portion of the Specific Plan that is now in the City of Murrieta (PA's 10.0, 20.0 and 33.0); and 3) to formalize the boundaries for all Planning Areas.

**TENTATIVE TRACT MAP NO. 36546** proposes a Schedule "A" subdivision of 161.84 acres into two hundred sixty-nine (269) numbered residential lots and thirty-seven (37) lettered lots. Thirteen (13) of the designated lettered lots will be used for public road development and improvement, ten (10) for water quality basins, eight (8) designated as Home Owner Association (HOA), and four (4) for open space parks.

**Impact on Citizens and Businesses**

The impacts of this project have been evaluated through the environmental review and public hearing process by Planning staff.

**ATTACHMENTS:**

- **STAFF REPORT**



# RIVERSIDE COUNTY PLANNING DEPARTMENT

*Steve Weiss, AICP  
Planning Director*

**DATE: June 22, 2015**

**TO:** Clerk of the Board of Supervisors

**FROM:** Planning Department - Riverside Office

**SUBJECT:** SPECIFIC PLAN NO. 265 AMENDMENT NO. 1, GENERAL PLAN AMENDMENT NO. 01123, CHANGE OF ZONE NO. 7806, AGRICULTURAL CASE NO. 1029, and TENTATIVE TRACT MAP NO. 36546.

(Charge your time to these case numbers)

**The attached item(s) require the following action(s) by the Board of Supervisors:**

- |   |  |
|---|--|
| <input type="checkbox"/> Place on Administrative Action (Receive & File, EOT)                   | <input checked="" type="checkbox"/> Set for Hearing (Legislative Action Required; CZ, GPA, SP, SPA)        |
| <input type="checkbox"/> Labels provided If Set For Hearing                                     | <input checked="" type="checkbox"/> Publish in Newspaper:  |
| <input type="checkbox"/> 10 Day <input type="checkbox"/> 20 Day <input type="checkbox"/> 30 day | (3rd Dist) Press Enterprise and The Californian  |
| <input type="checkbox"/> Place on Consent Calendar  | <input type="checkbox"/> Environmental Impact Report   |
| <input type="checkbox"/> Place on Policy Calendar (Resolutions; Ordinances; PNC)                | <input checked="" type="checkbox"/> 10 Day <input type="checkbox"/> 20 Day <input type="checkbox"/> 30 day |
| <input type="checkbox"/> Place on Section Initiation Proceeding (GPIP)                          | <input checked="" type="checkbox"/> Notify Property Owners (app/agencies/property owner labels provided)   |

**Designate Newspaper used by Planning Department for Notice of Hearing:**  
(3rd Dist) Press Enterprise and The Californian

**STAFF IS REQUESTING JULY 21 HEARING DATE.**

Riverside Office · 4080 Lemon Street, 12th Floor  
P.O. Box 1409, Riverside, California 92502-1409  
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 Duna Court, Suite H  
Palm Desert, California 92211  
(760) 863-8277 · Fax (760) 863-7040

*"Planning Our Future... Preserving Our Past"*

1    ORDINANCE NO. 348.\_\_\_\_\_

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

4  
5            The Board of Supervisors of the County of Riverside Ordains as follows:

6            Section 1.       Section 4.1 of Ordinance No. 348 and Official Zoning Plan Map No. 2, XXX as  
7 amended, are further amended by placing in effect in the Rancho California Area the zone or zones as  
8 shown on the map entitled "Change of Official Zoning Plan Amending Ordinance No. 348 Map No.  
9 XXX, Change of Zone Case No. 7806," which map is made a part of this ordinance.

10           Section 2.       Article XVIIa Section 17.XX of Ordinance No. 348 is hereby amended in its  
11 entirety to read as follows:

12            Section 17.XX SP ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC PLAN NO.  
13 265.

14            a.        Planning Area 1.

15                    (1)       The uses permitted in Planning Area 1 of Specific Plan No. 265 shall be the same  
16 as those uses permitted in Article XI, Section 11.2 of Ordinance No. 348, except that the uses  
17 permitted pursuant to Section 11.2.b. (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1. and 5.;  
18 h) 1., 2., 7. and 8.; i) 1. and 2.; k) 2., 4., 5., 6., 7. and 8; m) 1., 4. and 9.; Section 11.2.b. (2) c), i),  
19 k), l), o), s), t), u), v), w), x) and y); Section 11.2.c. 2), 3), 6), 7), 8), 9), 10), 11), 13), 14), 15), 16)  
20 and 17); and Section 11.2.e. shall not be permitted. In addition, the permitted uses identified under  
21 section 11.2.b. of Ordinance No. 348 shall also include telephone exchanges and switching  
22 equipment, post offices, fire and police stations, water and gas company service facilities, parcel  
23 delivery services, golf courses and driving ranges.

24                    (2)       The development standards for Planning Area 1 of Specific Plan No. 265 shall be  
25 the same as those standards identified in Article XI, Section 11.4 of Ordinance No. 348 except that  
26 the development standard set forth in Article XI, Section 11.4.a. shall be deleted and replaced by  
27 the following:  
28

1  
2 A. The minimum lot size shall be twenty thousand square feet (20,000') with a  
3 minimum average width of seventy-five feet (75 ').

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

6 b. Planning Area 2.

7 (1) The uses permitted in Planning Area 2 of Specific Plan No. 265 shall be the same  
8 as those uses permitted in Article XI, Section 11.2 of Ordinance No. 348, except that the uses  
9 permitted pursuant to Section 11.2.b. (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1. and 5.;  
10 h) 1., 2., 7. and 8.; i) 1. and 2.; k) 2., 4., 5., 6., 7. and 8.; m) 1., 2. and 9.; Section 11.2.b. (2) c), i),  
11 k), l), o), s), t), u), v), w), x) and y); Section 11.2.c. (2), (3), (6), (7); (8), (9), (10), (11), (13), (14),  
12 (15), (16) and (17); and Section 11.2.e. shall not be permitted. In addition, the permitted uses  
13 identified under section 11.2.b. of Ordinance 348 shall also include aircraft taxiways, telephone  
14 exchanges and switching equipment, post offices, fire and police stations, water and gas company  
15 service facilities, and parcel delivery services.

16 (2) The development standards for Planning Area 2 of Specific Plan No. 265 shall be  
17 the same as those standards identified in Article XI, Section 11.4 of Ordinance No. 348 except that  
18 the development standard set forth in Article XI, Section 11.4.a. shall be deleted and replaced by  
19 the following:

20 A. The minimum lot size shall be twenty thousand square feet (20,000') with a  
21 minimum average width of seventy-five feet (75 ').

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

24 c. Planning Area 3.

25 (1) The uses permitted in Planning Area 3 of Specific Plan No. 265 shall be the same  
26 as those uses permitted in Article XI, Section 11.2 of Ordinance No. 348, except that the uses  
27 permitted pursuant to Section 11.2.b. (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1. and 5.;

1 h) 1. through 9.; i) 1., 2. and 5.; k) 1. through 8.; m) 1., 4. and 9.; Section 11.2.b. (2), c), i), k), 1),  
2 o), s), t), u), v), w), x) and y); Section 11.2.c. (2), (3), (6) and (17); and Section 11.2.e. shall not be  
3 permitted.

4 (2) The development standards for Planning Area 3 of Specific Plan No. 265 shall be  
5 the same as those standards identified in Article XI, Section 11.4 of Ordinance No. 348.

6 (3) Except as provided above, all other zoning requirements shall be the same as those  
7 requirements in Article XI of Ordinance No. 348.

8 d. Planning Areas 4, 6, and 7.

9 (1) The uses permitted in Planning Areas 4, 6, and 7 of Specific Plan No. 265 shall be  
10 the same as those uses permitted in Article XI, Section 11.2 of Ordinance No. 348, except that the  
11 uses permitted pursuant to Section 11.2.b. (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1.  
12 and 5.; h) 1. through 9.; i) 1., 2. and 5.; k) 1. through 8.; m) 1., 4. and 9.; Section 11.2.b. (2), c), i),  
13 k), 1), o), s), t), u), v), w), x) and y); Section 11.2.c. (2), (3), (6) and (17); and Section 11.2.e. shall  
14 not be permitted. In addition, the permitted uses identified under Section 11.2.c. shall include  
15 organic fertilizer production, composting and recycling of green waste, not including food waste.

16 (2) The development standards for Planning Areas 4, 6, and 7 of Specific Plan No. 265  
17 shall be the same as those standards identified in Article XI, Section 11.4 of Ordinance No. 348.

18 (3) Except as provided above, all other zoning requirements shall be the same as those  
19 requirements in Article XI of Ordinance No. 348.

20 e. Planning Area 5.

21 (1) The uses permitted in Planning Area 5 of Specific Plan No. 265 shall be the same  
22 as those uses permitted in Article XI, Section 11.2 of Ordinance No. 348, except that the uses  
23 permitted pursuant to section 11.2.b. (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1. and 5.;  
24 h) 1. through 9.; i) 1., 2. and 5.; k) 1. through 8.; m) 1., 4. and 9.; Section 11.2.b. (2), c), i), k), 1),  
25 o), s), t), u), v), w), x) and y); Section 11.2.c. (2), (3), (6) through (17); and Section 11.2.e. shall  
26 not be permitted.



1 (2) The development standards for Planning Area 5 of Specific Plan No. 265 shall be  
2 the same as those standards identified in Article XI, Section 11.4 of Ordinance No. 348.

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

5 f. Planning Area 8.

6 (1) The uses permitted in Planning Area 8 of Specific Plan No. 265 shall be the same  
7 as those permitted in Article IXd, Section 9.72 of Ordinance No. 348 except that the uses  
8 permitted pursuant to Section 9.72.a.(2), (9) and (10) and Section 9.72.b. (4) shall not be  
9 permitted.

10 (2) The development standards for Planning Area 8 of Specific Plan No. 265 shall be  
11 the same as those standards identified in Article IXd, Section 9.73 of Ordinance No. 348, except  
12 that the development standards set forth in Article IXd, Section 9.73.b. shall be deleted and  
13 replaced by the following:

14 A. Where the front, side or rear yard adjoins a street, the minimum setback shall be  
15 twenty-five feet (25') from the property line.

16 B. Where the front, side or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4,  
17 R-6, R-T, R-T-R, W-2, W-2-M or SP with a residential zone, the minimum setback  
18 shall be twenty-five feet (25') from the property line.

19 C. Where the front, side, or rear yard adjoins a lot zoned other than R-R, R-1, R-A, R-  
20 2, R-3, R-4, R-6, R-T, R-T-R, W-2, W-2-M, or SP with a residential zone, there is  
21 no minimum setback.

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

24 g. Planning Areas 9 and 11.

25 (1) The uses permitted in Planning Areas 9 and 11 of Specific Plan No. 265 shall be  
26 the same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that  
27 the uses permitted pursuant to Section 9.50.a. (2), (3), (6), (7), (12), (13), (16), (18), (20), (21),  
28

1 (25), (26), (27), (31), (32), (34), (35), (36), (38), (40), (42), (43), (45), (46), (47), (48), (52), (53),  
2 (58), (62), (64), (65), (67), (68), (70), (76), (77), (78), (79), (80), (83), (84), (86), (87), (89), (92),  
3 (93), (95), (96), (97), (98) and (101) and b.(1) through (6), (8), (10), (11), (13) through (20), (22)  
4 and (23) shall not be permitted.

5 (2) The development standards for Planning Areas 9 and 11 of Specific Plan No. 265  
6 shall be the same as those standards identified in Article IXb Section 9.53 of Ordinance No. 348  
7 except that the development standards set forth in Article IXb, Section 9.53.b. shall be deleted and  
8 replaced by the following:

9 A. Where the front, side or rear yard adjoins a street, the minimum setback shall be  
10 twenty-five feet (25') from the property line.

11 B. Where the front, side or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4,  
12 R-6, R-T, R-T-R, W-2-M, or SP with a residential use, the minimum setback shall  
13 be twenty-five feet (25') from the property line.

14 C. Where the front, side, or rear yard adjoins a lot zoned other than R-R, R-1, R-A, R-  
15 2, R-3, R-4, R-6, R-T, R-T-R, W-2-M, or SP with a residential use, there is no  
16 minimum setback.

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

19 h. Planning Area 10.

20 (1) The uses permitted Planning Area 10 of Specific Plan No. 265 shall be the same as  
21 those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348.

22 (2) The development standards for Planning Area 10 of Specific Plan No. 265 shall be  
23 the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348.

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

26 i. Planning Areas 12 and 13.

1           (1)     The uses permitted in Planning Areas 12 and 13 of Specific Plan No. 265 shall be  
2 the same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that  
3 the uses permitted pursuant to Section 9.50.a (100) and (102) shall not be permitted. In addition,  
4 the permitted uses identified under Section 9.50.a. of Ordinance No. 348 shall also include law,  
5 medical, dental, chiropractic, architectural, engineering, community planning, and real estate  
6 offices. In addition, the permitted uses identified under Section 9.50.b. of Ordinance No. 348 shall  
7 include health and exercise centers, provided all facilities are located within an enclosed building.

8           (2)     The development standards for Planning Areas 12 and 13 of Specific Plan No. 265  
9 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348.

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

12     j.     Planning Areas 14 and 17.

13           (1)     The uses permitted in Planning Areas 14 and 17 of Specific Plan No. 265 shall be  
14 the same as those uses permitted in Article VII, Section 7.1 of Ordinance No. 348, except that the  
15 uses permitted pursuant to Section 7.1.a. (2), (3), (4), (10), (11), (12); b. (3), (5), (6), (7) and (9);  
16 and c. (1) and (2) shall not be permitted. In addition, the uses permitted under Section 7.1.b shall  
17 include private recreational parks/areas.

18           (2)     The development standards for Planning Areas 14 and 17 of Specific Plan No. 265  
19 shall be the same as those standards identified in Article VII of Ordinance No. 348 except  
20 Sections 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.10, and 7.11 of Ordinance No. 348 shall be deleted  
21 and replaced with the following development standards:

- 22           A.     The minimum lot size shall be four thousand five hundred square feet (4,500').  
23           B.     The minimum lot width shall be forty-five feet (45').  
24           C.     The front yard setback shall be a minimum of fifteen feet (15').

- 1 D. The minimum corner side yard setback shall be ten feet (10'). All other side yard  
2 setbacks shall be five feet (5'). The minimum side yard distance between structures  
3 shall be at least ten feet (10')
- 4 E. The minimum rear yard setback shall be fifteen feet (15').
- 5 F. The minimum garage setback shall be eighteen feet (18').
- 6 G. The maximum building height shall be thirty-five feet (35').
- 7 H. The maximum lot coverage shall be 60% for single story buildings and 50% for  
8 two story buildings. Lot coverage includes, but is not limited to, garages, covered  
9 porches, and balconies.
- 10 I. Encroachments for fireplaces, air conditioning units and media centers shall not  
11 exceed more than two feet (2') into the front, side, or rear setbacks. No air  
12 conditioning units shall be permitted in front of the structure. Encroachments for  
13 balconies, porches, decks, and attached patio covers shall not exceed ten feet (10')  
14 into the front or rear setback. The side yard with gate access shall at all times  
15 maintain a five feet (5') clearance regardless of encroachments. No other  
16 structural encroachments shall be permitted in the front, rear or side yard except as  
17 provided for in Section 18.19 of Ordinance No. 348.
- 18 J. All playground equipment shall be shaded in accordance with the Shade Standards  
19 described in Section IV.E.3 of Specific Plan No. 265.

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

22 k. Planning Area 15.

23 (1) The uses permitted in Planning Area 15 of Specific Plan No. 265 shall be the same  
24 as those uses permitted in Article VII, Section 7.1 of Ordinance No. 348, except that the uses  
25 permitted pursuant to Section 7.1. a.(2), (3), (4), (6), (8), (9), (10), (11) and (12); b.(1), (2), (3),  
26 (5), (6), (7), (8), (9) and (10); and c.(1) and (2) shall not be permitted. In addition, the uses  
27  
28

1 permitted under Section 7.1.a shall include single-family detached dwellings with zero lot lines  
2 and Section 7.1.b shall include private recreational parks/areas.

3 (2) The development standards for Planning Area 15 of Specific Plan No. 265 shall be  
4 the same as those standards identified in Article VII of Ordinance 348, except that the  
5 development standards set forth in Section 7.3, 7.4, 7.9, 7.10, and 7.11 of Ordinance No. 348 shall  
6 be deleted and replaced with the following:

- 7 A. The minimum lot size shall be three thousand seven hundred and eighty square feet  
8 (3,780').
- 9 B. The minimum lot width shall be forty-two feet (42') and minimum frontage on cul-  
10 de-sac shall be twenty two-feet (22').
- 11 C. The minimum front facing street setback shall be ten feet (10').
- 12 D. The minimum front entry garage setback shall be twenty feet (20') and side entry  
13 garage setback shall be fifteen feet (15').
- 14 E. The minimum street side setbacks shall be ten feet (10') and interior side setbacks  
15 shall be at least five feet (5').
- 16 F. The minimum rear setback shall be ten feet (10') when building element is twenty  
17 feet (20') in width or less otherwise it shall be fifteen feet (15').
- 18 G. There shall be a minimum twenty feet (20') separation between the second stories  
19 of adjacent buildings.
- 20 H. Encroachments for balconies, porches, decks, and attached patio covers shall not  
21 exceed five feet (5') into the rear setback. No other structural encroachments shall  
22 be permitted in the front, rear or side yard except as provided for in Section 18.19  
23 of Ordinance No. 348.
- 24 I. Any driveway shall be less than three feet (3') in length or at least eighteen feet  
25 (18') in length; driveway lengths between three feet (3') and eighteen feet (18')  
26 are not permitted.
- 27  
28

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

3 l. Planning Area 16.

4 (1) The uses permitted in Planning Area 16 of Specific Plan No. 265 shall be the same  
5 as those uses permitted in Article VII, Section 7.1 of Ordinance No. 348, except that the uses  
6 permitted pursuant to Section 7.1. a. (2), (3), (4), (10), (11), (12); b. (3), (5), (6), (7) and (9); and c.  
7 (1) and (2) shall not be permitted. In addition, the uses permitted under Section 7.1.b shall include  
8 private recreational parks/areas.

9 (2) The development standards for Planning Area 16 of Specific Plan No. 265 shall be  
10 the same as those standards identified in Article VII of Ordinance 348, except that the  
11 development standards set forth in Section 7.3, 7.4, 7.9, 7.10, and 7.11 of Ordinance No. 348 shall  
12 be deleted and replaced with the following:

- 13 A. The minimum lot size shall be four thousand five hundred square feet (4,500').  
14 B. The minimum lot width shall be thirty-eight feet (38') and minimum frontage on  
15 cul-de-sac shall be twenty-two feet (22').  
16 C. The minimum front facing street setback shall be eighteen feet (18').  
17 D. The minimum front entry garage setback shall be eighteen feet (18').  
18 E. The minimum street side setbacks shall be five feet (5') and interior side setbacks  
19 shall be at least five feet (5').  
20 F. The minimum rear setback shall be five feet (5').  
21 G. There shall be a minimum twenty feet (20') separation between the second stories  
22 of adjacent buildings.  
23 H. Encroachments for balconies, porches, decks, and attached patio covers shall not  
24 exceed five feet (5') into the rear setback. No other structural encroachments shall  
25 be permitted in the front, rear or side yard except as provided for in Section 18.19  
26 of Ordinance No. 348.

1 I. Any driveway shall be less than three feet (3') in length or at least eighteen feet  
2 (18') in length; driveway lengths between three feet (3') and eighteen feet (18') are  
3 not permitted.

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

6 m. Planning Areas 18, 19, 20, 21, and 23.

7 (1) The uses permitted in Planning Areas 18, 19, 20, 21, and 23 of Specific Plan No.  
8 265 shall be the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348  
9 except that the uses permitted pursuant to Section 8.100.a.1, 2, 5, 7 and 8; b.; and c. shall not be  
10 permitted. In addition, the permitted uses identified under Section 8.100.a. shall also include  
11 natural open space and trails.

12 (2) The development standards for Planning Areas 18, 19, 20, 21, and 23 of Specific  
13 Plan No. 265 shall be the same as those standards identified in Article VIIIe of Ordinance No.  
14 348.

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

17 n. Planning Area 22.

18 (1) The uses permitted in Planning Area 22 of Specific Plan No. 265 shall be the same  
19 as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348 except that the uses  
20 permitted pursuant to Section 8.100.a.1, 2, 5, 7; b.; and c. shall not be permitted. In addition, the  
21 permitted uses identified under Section 8.100.a. shall also include parks and trails.

22 (2) The development standards for Planning Area 22 of Specific Plan No. 265 shall be  
23 the same as those standards identified in Article VIIIe of Ordinance No. 348 with the addition of  
24 the following standard:

25 A. All playground equipment shall be shaded in accordance with the Shade Standards  
26 described in Section IV.E.3 of Specific Plan No. 265.

1 (3) Except as provided above, all other zoning requirements shall be the same as those  
2 set forth in Article VIIIe of Ordinance 348.

3 Section 3. This ordinance shall take effect 30 days after its adoption.  
4  
5

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

8 By: \_\_\_\_\_  
9 Chairman, Board of Supervisors  
10

11  
12 ATTEST:  
13 CLERK OF THE BOARD  
14 KECIA HARPER-IHEM

15 By: \_\_\_\_\_  
16 Deputy

17 (SEAL)  
18  
19

20 APPROVED AS TO FORM:  
21 July \_\_\_\_, 2015  
22

23 By: \_\_\_\_\_  
24 MICHELLE CLACK  
25 Deputy County Counsel  
26



2  
3 **RESOLUTION NO. 2015-173**  
4 **DISESTABLISHMENT OF MURRIETA HOT SPRINGS**  
5 **AGRICULTURAL PRESERVE NO. 14**  
6 **(Government Code Section 51245)**  
7

8 **WHEREAS**, in 1976 Hilliard Warren owned an approximately 120 acre area located northerly of  
9 Murrieta Hot Springs Road, southerly of Auld Road, easterly of Winchester Road and westerly of Leon  
10 Road in the unincorporated area of Riverside County, California ("Property"); and,

11 **WHEREAS**, the Property makes up the entire Murrieta Hot Springs Agricultural Preserve No. 14;  
12 and,

13 **WHEREAS**, the Property is currently identified as APN 957-320-007 and 957-320-006; and,

14 **WHEREAS**, a portion of APN 957-320-006 is not within the Murrieta Hot Springs Agricultural  
15 Preserve No. 14; and,

16 **WHEREAS**, Hilliard Warren entered into a Land Conservation Contract for the Property pursuant  
17 to the California Land Conservation Contract of 1965 (Government Code Section 51200 et seq.), which  
18 contract is dated January 1, 1976, and was recorded January 28, 1976 as Instrument No. 11836, in the  
19 Office of the County Recorder of Riverside County, California; and,

20 **WHEREAS**, Alex A. Borel and Joan Mary Borel became the subsequent owners of the Property  
21 in February 28, 1980; and,

22 **WHEREAS**, on September 29, 1987, a Notice of Non-Renewal for the Land Conservation  
23 Contract was filed by Alex A. Borel which notice was recorded on October 6, 1987, as Instrument  
24 No. 289643, in the Office of the County Recorder of Riverside County, California; and,

25 **WHEREAS**, on September 21, 1993 Alex A. Borel and Joan Borel granted 9.71 acres of the  
26 Property to the Rancho California Water District, as Instrument No. 368844, in the Office of the County  
27 Recorder of Riverside County, California; and,  
28

FORM APPROVED COUNTY COUNSEL  
BY: MICHELLE CLACK  
DATE: 7/15/15

1           **WHEREAS**, the filing of the Notice of Nonrenewal resulted in the expiration of the Land  
2 Conservation Contract as it applied to the Property on January 1, 1996, pursuant to Government Code  
3 Section 51245 and 51246; and,

4           **WHEREAS**, Rancho California Water District is the current owner of the portion of the Property  
5 identified as Assessor's Parcel Number 957-320-007; and,

6           **WHEREAS**, Agate Real Estate Incorporated is the current owner of the portion of the Property  
7 identified as Assessor's Parcel Number 957-320-006; and,

8           **WHEREAS**, on September 26, 2013, Cornerstone Communities, as the authorized representative  
9 for Agate Real Estate Incorporated, requested to have the Property removed from the boundaries of  
10 Murrieta Hot Springs Agricultural Preserve No. 14; and,

11           **WHEREAS**, on September 26, 2013, Markham Development Management Group, as the  
12 authorized representative for the Rancho California Water District, requested to have the Property  
13 removed from the boundaries of Murrieta Hot Springs Agricultural Preserve No. 14; and,

14           **WHEREAS**, this disestablishment of the Murrieta Hot Springs Agricultural Preserve No. 14 is  
15 associated with Specific Plan No. 265A1, General Plan Amendment No. 1123, Change of Zone No. 7806,  
16 Tract Map No. 36546 and Environmental Impact Report No. 540; and,

17           **WHEREAS**, all the provisions of the California Environmental Quality Act ("CEQA") and the  
18 Rules and Regulations Governing Agricultural Preserves in Riverside County pursuant to Resolution No.  
19 84-526 have been satisfied, including the preparation of Environmental Impact Report No. 540; and,

20           **WHEREAS**, a public hearing was held on this matter by the Riverside County Board of  
21 Supervisors on July 21, 2015; now, therefore,

22           **BE IT RESOLVED, FOUND, DETERMINED AND ORDERED** by the Board of Supervisors  
23 of the County of Riverside, State of California, in regular session assembled on July 21, 2015 that:

- 24           A.     The above recitals are true and correct and incorporated herein by this reference.  
25           B.     Under the County of Riverside's Rules and Regulations Governing Agricultural Preserves  
26                 and the California Land Conservation Act of 1965, a landowner may apply to have  
27  
28

1 property removed from the boundaries of an agricultural preserve, once the contract has  
2 expired.

3 C. The Land Conservation Contract for the Property expired on January 1, 1996.

4 D. The disestablishment of Murrieta Hot Springs Agricultural Preserve No. 14, Map No. 345,  
5 is consistent with the provisions of the Land Conservation Act of 1965, the Riverside  
6 County General Plan, and the Rules and Regulations Governing Agricultural Preserves in  
7 Riverside County as adopted by the Board of Supervisors.

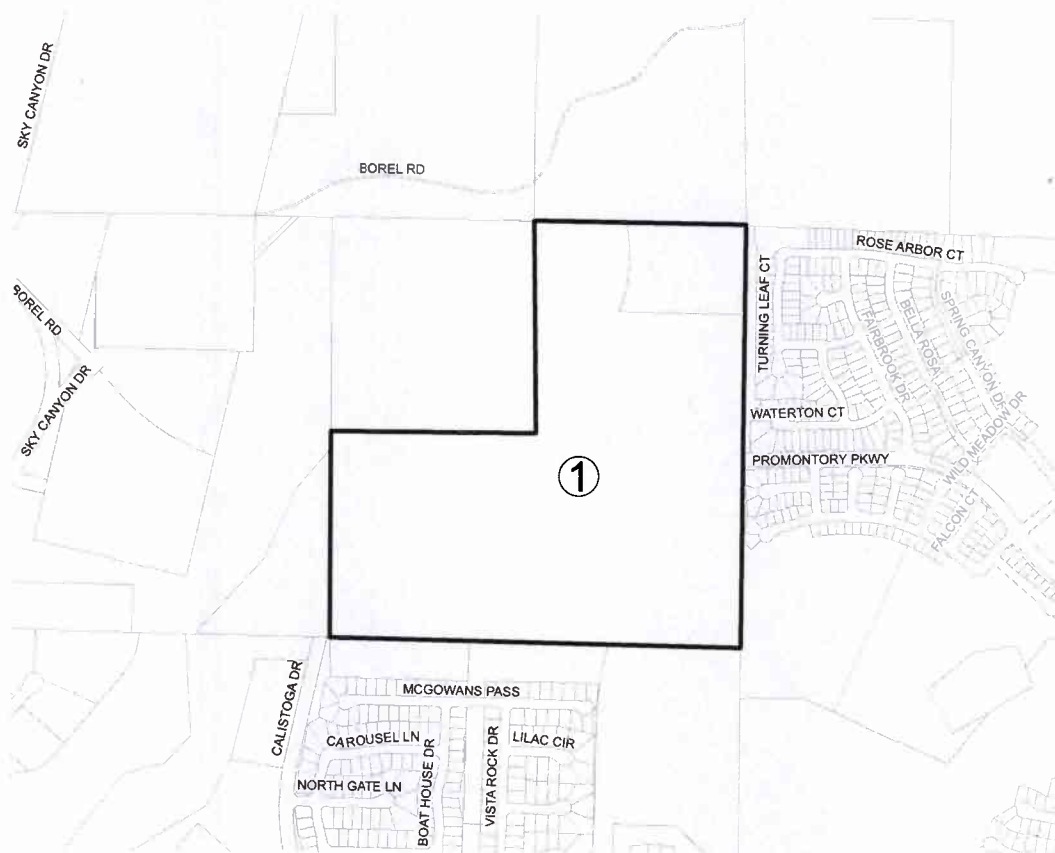
8 E. The Murrieta Hot Springs Agricultural Preserve No. 14, Map No. 345, dated December 9,  
9 1975, and on file in the Office of the Clerk of this Board, is amended by deleting the area  
10 shown on the map entitled "MAP NO. 345 MURRIETA HOT SPRINGS  
11 AGRICULTURAL PRESERVE MAP NO. 14 AMENDED BY MAP NO. 1029:  
12 AMENDMENT NO. 1 (DISESTABLISHMENT)" and further described by the boundary  
13 description set forth in the attached documents entitled "EXHIBIT A MURRIETA HOT  
14 SPRINGS AGRICULTURAL PRESERVE NO. 14 DISESTABLISHMENT – TOTAL  
15 CANCELLATION" and "EXHIBIT B MURRIETA HOT SPRINGS AGRICULTURAL  
16 PRESERVE NO. 14" which are made part of this resolution, said map and description both  
17 being on file in the Office of the Clerk of the Board.

18 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the Clerk of this Board shall  
19 file and record copies of this resolution, map and boundary description in the Office of the County  
20 Recorder of Riverside County, California, with the Director of Conservation of the State of California,  
21 and with the Office of the Assessor of Riverside County, California.

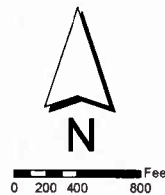
# MAP NO. 345 MURRIETA HOT SPRINGS AGRICULTURAL PRESERVE NO. 14

AMENDED BY MAP NO. 1029

SEC 18, T. 7 S., R. 2 W



AMENDMENTS:  
NO. 1, (DISESTABLISHMENT), JULY 21, 2015, MAP NO. 1029



ADOPTED ON DECEMBER 9, 1975  
BY THE BOARD OF SUPERVISORS  
OF THE COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA.

COUNTY OF RIVERSIDE

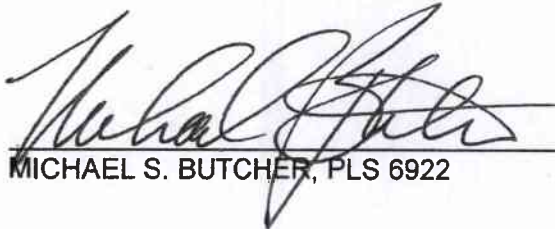
EXHIBIT "A"

MURRIETA HOT SPRINGS AGRICULTURAL PRESERVE NO. 14  
AG 14 DISESTABLISHMENT – TOTAL CANCELLATION

THE NORTHEAST QUARTER OF SECTION 18, IN TOWNSHIP 7 SOUTH, RANGE 2 WEST,  
SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT  
THEREOF, IN THE CITY OF TEMECULA, COUNTY OF RIVERSIDE, STATE OF  
CALIFORNIA.

EXCEPTING THERFROM THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER  
OF SECTION 18.

THIS PROPERTY DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY  
DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS ACT.

 1/7/14  
MICHAEL S. BUTCHER, PLS 6922      DATE

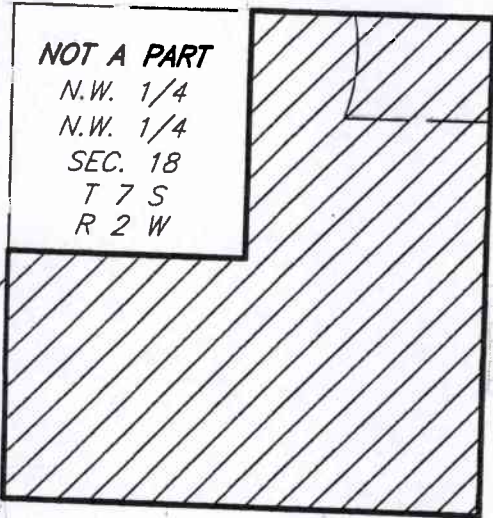


# EXHIBIT "B"

## MURRIETA HOT SPRINGS AGRICULTURAL PRESERVE NO. 14

T 7 S R 2 W  
S B B M

SCALE: 1" = 1000'



NOT A PART  
N.W. 1/4  
N.W. 1/4  
SEC. 18  
T 7 S  
R 2 W

### LEGEND



INDICATES AGRICULTURAL PRESERVE  
EASEMENT CANCELLATION.  
AREA = 120.24± AC.

SHEET 1 OF 1 SHEETS

**SB&O** INC.  
PLANNING ENGINEERING SURVEYING

69872EX15-AGRICULTURAL PRESERVE EXHIBIT.dwg plotted: Jan 06, 2014-1:29pm by: kclippinger



# FAST TRACK AUTHORIZATION

|                                  |                               |                        |
|----------------------------------|-------------------------------|------------------------|
| <b>Supervisorial District:</b> 3 | <b>Supervisor:</b> Jeff Stone | <b>FTA No.</b> 2013-11 |
|----------------------------------|-------------------------------|------------------------|

**Company/Developer:** Cornerstone Communities      **Contact Name:** Jack Robson

**Address:** 4365 Executive Drive, San Diego, CA 92121

**Office Phone:** 858.458.9700    **Mobile Phone:** 858.518.5105    **Email:** jrobson@cornerstonecommunities.com

**Consulting Firm:** MDMG      **Contact Name:** Larry Markham

**Firm Address:** 41635 Enterprise Circle North, Suite B, Temecula, CA 92590

**Office Phone:** 951.296.3466    **Mobile Phone:** 909.322.8482    **Email:** lrm@markhamdmg.com

**Project Type:**     Industrial     Commercial     Childcare     Workforce Housing  
 Renewable Energy       Other – Specific Plan Amendment

**Project Description:** Amendment to Borel Airpark Specific Plan (SP 265) that will update and modify land uses.

**\*Fast Track Status granted by the Board of Supervisors – 11/26/13, Item 3.55\***

**Economic Impact (estimated) Capital Investment:** N/A      **Full-Time Jobs:** N/A

**Taxable Sales:** N/A      **Full-Time Wages per Hour:** N/A      **Construction Jobs:** N/A

**Land Use Application(s):**     Plot Plan       Conditional Use Permit       Change of Zone  
 Parcel Map       General Plan Amendment       Other: SP Amendment

**Site Information Assessor's Parcel Number(s):** 957-320-007, 014, 018

**Cross Streets/Address:** Winchester Rd., Benton Rd., Leon Rd., and Calistoga Dr.      **Site Acreage:** 717

**Land Use Designation:** Varies      **Zoning:** Varies      **Building Size:** Varies

The Economic Development Agency acknowledges that the above referenced project merits special consideration of its land use and permit processing by the County of Riverside. County agencies are encouraged to immediately institute "Fast Track" procedures in accordance with Board Fast Track Policy A-32. This authorization contains preliminary project information and serves as a basis for determining "Fast Track" eligibility. During the County's development review process, the proposed project size and configuration may be altered.

Felicia Flournoy      12/2/13      Rob Moran      12/2/13  
**Felicia Flournoy, Assistant Director**      **Date**      **Rob Moran, EDA Development Manager**      **Date**

**Agenda Item No.:**  
**Area Plan:** Southwest Area Plan  
**Zoning Area:** Rancho California  
**Supervisory District:** Third  
**Project Planner:** Matt Straite  
**Board of Supervisors:** July 21, 2015

**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1**  
**GENERAL PLAN AMENDMENT NO. 1123**  
**CHANGE OF ZONE NO. 7806**  
**TENTATIVE TRACT MAP NO. 36546**  
**ENVIRONMENTAL IMPACT REPORT NO.540**  
**AGRICULTURAL CASE NO. 1029**  
**Applicant:** Cornerstone Communities  
**Engineer/Representative:** MDMG Inc.

\_\_\_\_\_  
Steve Weiss, AICP  
Planning Director

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT**  
**STAFF REPORT**

**PROJECT DESCRIPTION AND LOCATION:**

**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1** proposes to revise the Land Use Designation of the Specific Plan for consistency with the Riverside County General Plan, reduce the overall acreage of the project site from 783.4 acres to 716.4 acres, revise the external boundary of the project site to eliminate property from the Specific Plan, and revise the Land Use Designations to permit residential and recreational uses within the southeastern section of the Specific Plan.

Specific Plan No. 265 Amendment No. 1 proposes Land Use Designations including Business Park (BP), Light Industrial (LI), Commercial Office (CO), Commercial Retail (CR), Medium Density Residential (MDR), Medium High Density Residential (MHDR), and Open Space – Recreation (OS-R) and Open Space- Recreation (OS-R) land uses, as reflected on the Specific Plan Land Use Plan. Specifically the project will encompass the following land use designations:

**Business Park / Industrial Land Use:** The Business Park and Industrial land use of SP265A1 will compromise a total of 290.5 acres with 243.1 acres comprised of the Business Park and 47.4 acres comprised of Light Industrial. The designated Business Park land use will be concentrated primarily within the eastern side of the project site (Planning Area 2) and a northwestern portion (Planning Area 1) while Industrial designated areas will be located along the eastern (Planning Area 5), northern (Planning Area 3) and southwestern portions (Planning Areas 4, 6 and 7) of the project site.

**Commercial Office / Commercial Retail**  
The Commercial Office land use designation (formally designated Office Park under the original SP265) will compromise a total of 86.8 acres and will be located along the western portion of the project site (Planning Areas 8, 9 and 11). The Commercial Retail land use designation (same under original SP265) will compromise a total of 65.4 acres and will also be located along the western portion of the project site (Planning Areas 10, 12 and 13).

**Residential**  
The residential land use designation (formerly Light Industrial) will compromise a total of 57.7 acres and will be located at the southeastern portion of the project site. The residential land use designation will be designated as Medium Density Residential (Planning Areas 14 and 17) and Medium High Density Residential (Planning Areas 15 and 16). A total of 269 residential units and four (4) distinct product types will be included. Residential densities vary between 2.0 and 8.0



**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1**  
**GENERAL PLAN AMENDMENT NO. 1123**  
**AGRICULTURAL CASE NO. 1029**  
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**TENTATIVE TRACT MAP NO. 36546**  
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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).

**Open Space**

The Open Space designation will compromise a total of 133.8 acres and will be located along the southeastern and eastern portions of the Specific Plan (Planning Areas 18, 19, 20, 21 and 23). Planning Area 22 is designated as Open Space Recreation and will serve for the future development a recreational park to be located in between residential Planning Areas 14, 15 and 16, 17 respectively.

**GENERAL PLAN AMENDMENT NO. 1123** proposes to change the General Plan Land Use Designation for Parcel 957-320-007, a Rancho California Water District water tank site, from Restricted Light Industrial, and Open Space, as reflected on the Land Use Plan for Specific Plan No. 265, to Community Development: Public Facilities (CD:PF). A second Land Use change to change the General Plan Land Use Designations for Parcels 957-320-018, and 957-320-014 which were part of an EDA sponsored runway extension, from Industrial Park and Restricted Light Industrial, as reflected on the Land Use Plan for Specific Plan No. 265 to Community Development: Public Facilities (CD:PF).

**AGRICULTURAL CASE NO. 1029** proposes to disestablish Murrieta Hot Springs Agricultural Preserve No. 14.

**CHANGE OF ZONE NO. 7806** proposes three zoning modifications: (1) revise the Specific Plan Zoning Ordinance as it pertains to the renumbering of all Planning Area, the addition of new Planning Areas 14, 15, 16, 17, 19, 21 and 22 (related to TTM 36546), and the deletion of old Planning Areas 6.2, 10.0, 20.0, and 33.0 (PA's 10.0, 20.0 and 33.0 are now in the City of Murrieta); (2) revise the entire Specific Plan boundary to eliminate three properties from the Specific Plan (two APN's from a runway extension to the French Valley Airport, and one for a Rancho California Water District tank site being removed from the Specific Plan Boundary) and to change the zoning on the three properties from Specific Plan (SP) to Manufacturing Service- Commercial (MS-C), and remove a portion of the Specific Plan that is now in the City of Murrieta (PA's 10.0, 20.0 and 33.0); and 3) to formalize the boundaries for all Planning Areas.

**TENTATIVE TRACT MAP NO. 36546** proposes a Schedule "A" subdivision of 161.84 acres into two hundred sixty-nine (269) numbered residential lots and thirty-seven (37) lettered lots. Thirteen (13) of the designated lettered lots will be used for public road development and improvement, ten (10) for water quality basins, eight (8) designated as Home Owner Association (HOA), and four (4) for open space parks.

The proposed project is located easterly of Highway 79, westerly of Promontory Parkway, and northerly of Calistoga Drive.

**ISSUES OF POTENTIAL CONCERN:**

*Significant environmental concerns identified in the EIR*

**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1  
GENERAL PLAN AMENDMENT NO. 1123  
AGRICULTURAL CASE NO. 1029  
CHANGE OF ZONE NO. 7806  
ENVIRONMENTAL IMPACT REPORT NO.540  
TENTATIVE TRACT MAP NO. 36546  
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Based on data and analysis provided in the Environmental Impact Report, it was concluded that the proposed Amendment to the Specific Plan (SP265A1) could result in a significant adverse environmental impact to the following environmental issues: Greenhouse Gases/Climate Change and Land Use/Planning. All other potential impacts were determined to be less than significant without mitigation or, are able to be reduced to a less than significant level with implementation of mitigation measures identified in DEIR 540. More specifically, regarding Greenhouse Gases/Climate Change, the EIR concluded that the proposed Project may contribute to global climate change by its incremental contribution of greenhouse gasses. With implementation of the recommended mitigation measures identified in the Air Quality Section of the EIR, the proposed Project would reduce GHG emissions, but the reduction would not be sufficient to reach a level of nonsignificance. The proposed Project would exceed the SCAQMD suggested GHG threshold of 3,000 MT/year with implementation of all reasonably available mitigation measures. As such, the proposed Project would result in a significant unavoidable adverse impact with respect to GHG emissions. Regarding land use, the EIR concluded that the existing land use and planning setting of the Project site and surrounding area will be permanently altered as a result of Project implementation. The intensification of development is different than that which would be allowed under SP 265; however, it is consistent with the adjacent land uses to the immediate south and east (singlefamily residential) of the site. Based on the data and analysis presented in the EIR, implementation of the Project will not cause significant adverse land use and planning impacts to these community characteristics, but the cumulative contribution to conflicts with regional policies is considered an unavoidable significant adverse impact of the proposed Project.

*Park Design*

Planning Area 22 represents three open space/park areas of the Specific Plan, two on the north side of Calistoga Drive, one on the south. The area to the South within PA 22 is intended to be the park that serves the new proposed residential community. Amenities within the Park shall include, at a minimum a tot lot, restroom facilities, shaded picnic areas, dog parks (one for large dogs, one for small dogs), and open turf areas. The Specific Plan provides the required 5 acres per thousand of park space (265 units, 3 people per unit, times 5 acres per thousand = a required 4 acres, the project provides 4.78 acres total of active park space). However, the design of the park on Lot V, the main park space area south of Calistoga Drive has been challenging through the planning process. The Park does not front onto any residential street, creating a concern as homes back onto the park on both sides of the long park. Staff is concerned with possible noise issues and safety issues regarding police visibility into the park. This is a concern to staff; however, Planning continues to support the project despite this design. Valley Wide parks and Recreation have indicated strong concerns with the design of the park as well, and ultimately have elected not to maintain the Park. At the time this staff report was drafted, it was not clear if they would maintain the streetscapes and/or basins in the project. Without Valley Wide maintenance, the HOA would be responsible for all maintenance.

*Airport Land Use Commission*

The ALUC found the proposed project consistent with the 2007 French Valley Airport Land Use Compatibility Plan as amended in 2011. The project had to provide a minimum number of units to meet the density requirements of the Plan.

**SUMMARY OF FINDINGS:**

**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1  
GENERAL PLAN AMENDMENT NO. 1123  
AGRICULTURAL CASE NO. 1029  
CHANGE OF ZONE NO. 7806  
ENVIRONMENTAL IMPACT REPORT NO.540  
TENTATIVE TRACT MAP NO. 36546  
Board of Supervisors Staff Report: July 21, 2015  
Page 4 of 10**

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1. Existing General Plan Land Use (Ex. #5): Commercial Retail (CR), Commercial Office (CO), Light Industrial (LI), Public Facilities (PF) and Conservation (OS-C) as reflected on the Land Use Plan for SP265.
  
2. Proposed General Plan Land Use Medium Density Residential (MDR), Medium High Density Residential (MHDR), Business Park (BP), Commercial Retail (CR), Commercial Office (CO), Light Industrial (LI), Open Space Recreation (OS-R), and Open Space Conservation (OS-C) as reflected on the Land Use Plan for SP265A1. For the three properties proposed to be removed from the Specific Plan the Proposed Designation is Community development: Public Facilities (CD:PF).
  
2. Surrounding General Plan Land Use (Ex. #5): Business Park (BP), Public Facilities (PF), Commercial Retail (CR) to the north, Open Space Conservation (OS-C), Business Park (BP), Medium Density Residential (MDR) to the south, Business Park (BP), Medium Density Residential (MDR), Medium High Density Residential (MHDR), Open Space Conservation Habitat (OS-CH) to the east, and Light Industrial (LI), Business Park (BP) and City of Murrieta to the west.
  
3. Proposed Zoning (Ex. #2): SP No. 265 A1 for the Specific Plan, Manufacturing Service Commercial (MS-C) for the three properties proposed to be removed from the Specific Plan.
  
4. Surrounding Zoning (Ex. #2): City of Murrieta to the west, Manufacturing Service Commercial (M-SC), Industrial Park (I-P), Residential Agriculture-2 ½ acre minimum (R-A-2 1/2), and Light Agriculture-10 acre minimum (A-1-10) to the north, Light Agriculture-10 acre minimum (A-1-10), Specific Plan (SP), and Light Agriculture-5 acre minimum (A-1-5) to the east, and Specific Plan to the south.
  
5. Existing Land Use (Ex. #1): Existing airfield and vacant property
  
6. Surrounding Land Use (Ex. #1): City of Murrieta to the west, City of Murrieta,

industrial, and commercial to the north, industrial, single family residential, and vacant property to the south, and single family residential, and vacant property to the east.

7. Project Data:

Tract Map No. 36546:

Total Acreage: 161.84 acres

Total Proposed Residential lots: 269

Proposed Min. Lot Size: 2,965 sq. ft.

Schedule: A

8. Environmental Concerns:

See attached environmental assessment

**RECOMMENDATIONS:**

**TENTATIVELY CERTIFY ENVIRONMENTAL IMPACT REPORT NO. 540**, based on the findings and conclusions incorporated in the staff report; and, pending adoption of the Specific Plan Resolution by the Board of Supervisors; and,

**TENTATIVELY APPROVE SPECIFIC PLAN NO. 265 AMENDMENT NO.1**, based on the findings and conclusions incorporated in the staff report; and, pending adoption of the Specific Plan Resolution by the Board of Supervisors;

**TENTATIVELY APPROVE** of **GENERAL PLAN AMENDMENT NO. 1123**, amending the General Plan Land Use designation for the subject property based upon the findings and conclusions incorporated in the staff report, pending final adoption of the General Plan Amendment Resolution by the Board of Supervisors; and,

**ADOPT RESOLUTION NO. 2015-173** for the Disestablishment of Murrieta Hot Springs Agricultural Preserve No.14, Map No. 1029, based upon findings and conclusions incorporated in the staff report; and,

**TENTATIVELY APPROVE** of **CHANGE OF ZONE NO. 07806**, based on the findings and conclusions incorporated in the staff report, pending final adoption of the Zoning Ordinance by the Board of Supervisors; and,

**APPROVE TENTATIVE TRACT MAP NO. 36546**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

**FINDINGS:** The following findings are in addition to those incorporated in the summary of findings and in the attached environmental assessment, which is incorporated herein by reference.

**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1**  
**GENERAL PLAN AMENDMENT NO. 1123**  
**AGRICULTURAL CASE NO. 1029**  
**CHANGE OF ZONE NO. 7806**  
**ENVIRONMENTAL IMPACT REPORT NO.540**  
**TENTATIVE TRACT MAP NO. 36546**  
**Board of Supervisors Staff Report: July 21, 2015**  
**Page 6 of 10**

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1. The project site is designated Commercial Retail (CR), Commercial Office (CO), Light Industrial (LI), Public Facilities (PF) and Conservation (OS-C) as reflected on the Land Use Plan for SP265 within the Southwest Area Plan.
2. The proposed Land Use change for the three properties proposed to be removed from the Specific Plan the Proposed Designation is Community Development: Public Facilities (CD:PF) requires the following findings be made:
  - a. The proposed General Plan Amendment does not conflict with the Riverside County Vision because:
    - i) The existing uses on the site are to remain on the site. Specifically for Assessor's Parcel 957-320-007, the site is owned by the Rancho California Water District and features an existing water tank site; and Parcels 957-320-018 and 957-320-014, were part of an EDA sponsored runway extension.
    - ii) Both existing and proposed designations are within the same Foundation Component.
    - iii) Amending the land use designation of the Proposed Project from RC-EDR and RCVLDR to RC-LDR would allow continued operations of public facilities, which helps achieve the vision of the General Plan.
  - b. The proposed General Plan Amendment does not conflict with any General Plan Principle as outlined in Appendix B of the General Plan. Appendix B outlines several principles, based on staff's review the project is consistent with them; most specifically section IV and V which outlines the Community Design Principles and Agriculture Principles respectively. Examples include:
    - i) General Plan Principle I.A.1 which requires a variety in land use choices. The proposed General Plan change will add to the diversity of the land use choices in the area.
    - ii) General Plan Principle I.G.2 which explains that the efficient use of land requires that support be provided to public institutions, the water tank and the runway serve this purpose.
    - iii) General Plan Principle III.B.1 which discussed the need to foster multi modal transit, the runway extension helps foster airplane use in the Temecula Valley.
    - iv) General Plan Principle III.F.1 which explains that air transportation facilities need to be integrated into the County, which the runway extension does.
  - c. The proposed General Plan Amendment does not conflict with any Foundation component because the foundation would not change. The site is currently designated as "Community Development" and will remain such.
  - d. The proposed Amendment contributes to the achievement of the purposes of the General Plan and is not detrimental to them because the proposed amendment would maintain the existing uses on the ground today (which were also there in 2003 when the General Plan was adopted), and the new designation would not alter the uses, they would foster them.
  - e. The General Plan and Ordinance No. 348 require that an additional finding, selected from five possible findings, be made. The appropriate additional finding for this project is that special circumstances or conditions have emerged since 2003 that were unanticipated in preparing the

**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1**  
**GENERAL PLAN AMENDMENT NO. 1123**  
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**TENTATIVE TRACT MAP NO. 36546**  
**Board of Supervisors Staff Report: July 21, 2015**  
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General Plan. The Specific Plan was adopted in 1994. The Water tank and the runway extension followed. In 2003 when the General Plan was approved, the water tank and the runway were existing. The property for the runway was not under the ownership of the County at the time (although the runway was in use). The change since 2003 is the change in ownership of the runway property. Regarding the water tank site, the change was the application for an amendment to the Specific Plan. The Water District saw this as an appropriate time to remove their property from the Specific Plan for business reasons of their own. The change to Public Facilities was a more appropriate designation.

3. 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 (the runway extension), and the City of Murrieta (annexation of part of the Specific Plan) have affected the original scope of SP 265.
4. The project site is surrounded by properties which are designated Business Park (BP), Public Facilities (PF), Commercial Retail (CR) to the north, Open Space Conservation (OS-C), Business Park (BP), Medium Density Residential (MDR) to the south, Business Park (BP), Medium Density Residential (MDR), Medium High Density Residential (MHDR), Open Space Conservation Habitat (OS-CH) to the east, and Light Industrial (LI), Business Park (BP) and City of Murrieta to the west.
5. The zoning for the subject site is SP No. 265 A1.
6. The proposed Manufacturing Service Commercial (MS-C) zoning on the three parcels proposed to be removed from the Specific Plan is consistent with the proposed General Plan Land Use Designation on these three parcels of Community Development Public Facilities because the uses permitted in the zone support the intent of the Public Facilities Land Use Designation. The uses on the properties are a water tank and a runway, both are permitted in the MS-C zone. Additionally, the existing French Valley Airport currently features MS-C zoning, making the runway zoning consistent with the existing airport zoning.
7. The project site is surrounded by properties which are zoned City of Murrieta to the west, Manufacturing Service Commercial (M-SC), Industrial Park (I-P), Residential Agriculture-2 ½ Acre Minimum (R-A-2 1/2), and Light Agriculture-10 Acre Minimum (A-1-10) to the north, Light Agriculture-10 Acre Minimum (A-1-10), Specific Plan (SP), and Light Agriculture-5 acre minimum (A-1-5) to the east, and Specific Plan to the south.
8. Similar uses (i.e., residential and industrial) have been constructed and are existing or operating in the project vicinity.
9. The proposed project is consistent with the provisions of Ordinance 460 and conforms to all requirements pertaining to the subdivision.
10. This project is located within Southwest Criteria Area Plan and within Criteria Cells: 5778, 5879, 5781, 5969, 5976, 6071, 6074, and 0 of the Western Riverside County Multiple Species Habitat

Conservation Plan, and as such is required to dedicate land to the Riverside Conservation Authority, per condition of approval. This project fulfills those requirements.

11. This project is within the City Sphere of Influence of Temecula. As such, it is required to conform to the County's Memorandum of Understanding (MOU) with that city. This project does conform to the MOU.
12. The proposed project is not located within a CAL FIRE state responsibility area or a very high fire hazard severity zone.
13. Pursuant to CEQA Guidelines 15162, the Riverside County Planning Department has determined that the proposed project will have a significant effect on the environment. Most potentially significant effects have been adequately analyzed in the Environmental Impact Report (540) pursuant to applicable legal standards; and have been avoided or mitigated, including mitigation measures that are imposed upon the proposed project. However, the following impacts cannot be mitigated to below a level of significance after the implementation of relevant standard conditions of approval, regulations and mitigation measures as identified in the Draft EIR and Final EIR:

*Greenhouse Gases/Climate Change*

The EIR concluded that the proposed Project may contribute to global climate change by its incremental contribution of greenhouse gasses. With implementation of the recommended mitigation measures identified in the Air Quality Section of the EIR, the proposed Project would reduce GHG emissions, but the reduction would not be sufficient to reach a level of nonsignificance. The proposed Project would exceed the SCAQMD suggested GHG threshold of 3,000 MT/year with implementation of all reasonably available mitigation measures. As such, the proposed Project would result in a significant unavoidable adverse impact with respect to GHG emissions.

*Land Use*

The EIR concluded that the existing land use and planning setting of the Project site and surrounding area will be permanently altered as a result of Project implementation. The intensification of development is different than that which would be allowed under SP 265; however, it is consistent with the adjacent land uses to the immediate south and east (singlefamily residential) of the site. Based on the data and analysis presented in the EIR, implementation of the Project will not cause significant adverse land use and planning impacts to these community characteristics, but the cumulative contribution to conflicts with regional policies is considered an unavoidable significant adverse impact of the proposed Project.

14. Owners of the property entered into a land conservation contract with the County of Riverside on January 1, 1976 which was recorded on January 28, 1976. The owners filed a notice of non-renewal on October 21, 1987, which was recorded October 6, 1987.
15. Under both the County's Rules and Regulations Governing Agricultural Preserves and the State of California's Williamson Act Program, a landowner may apply to have property removed from

the boundaries of an agricultural preserve once the contract has expired. Since the land conservation contract expired in January 1, 1996, the Applicant applied to have the subject site removed from the boundaries of the agricultural preserve.

16. The disestablishment of 124.24 acres of Murrieta Hot Springs Agricultural Preserve No. 1 is consistent with the Williamson Act, the Rules and Regulations Governing Agricultural Preserves in Riverside County and with the County's General Plan.

**CONCLUSIONS:**

1. The proposed project is in conformance with the Specific Plan Land Use Designations, and with all other elements of the Riverside County General Plan. The three properties proposed to be removed from the Specific Plan are also in conformance with all elements of the General Plan.
2. The proposed project is consistent with the Specific Plan and Manufacturing Service Commercial (MS-C) zoning classification of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348.
3. The proposed project is consistent with the Schedule A map requirements of Ordinance No. 460, and with other applicable provisions of Ordinance No. 460.
4. The public's health, safety, and general welfare are protected through project design.
5. The proposed project is conditionally compatible with the present and future logical development of the area.
6. The proposed project will have a significant effect on the environment.
7. The proposed project will not preclude reserve design for the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP).

**INFORMATIONAL ITEMS:**

1. As of this writing, no letters, in support or opposition have been received.
2. The project site is not located within:
  - a. County Service Area;
  - b. State responsibility or high fire hazard severity zone; or,
  - c. an area drainage plan, or dam inundation area.
3. The project site is located within:
  - a. A 100-year flood plain,
  - b. The boundaries of the Valley Wide Parks and Recreation District;
  - c. City of Temecula Sphere of Influence;
  - d. An area of both low and high paleontological sensitivity;



**SPECIFIC PLAN NO. 265 AMENDMENT NO. 1  
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Board of Supervisors Staff Report: July 21, 2015  
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- e. Stephens Kangaroo Rat Fee Area;
- f. An area of low to moderate liquefaction;

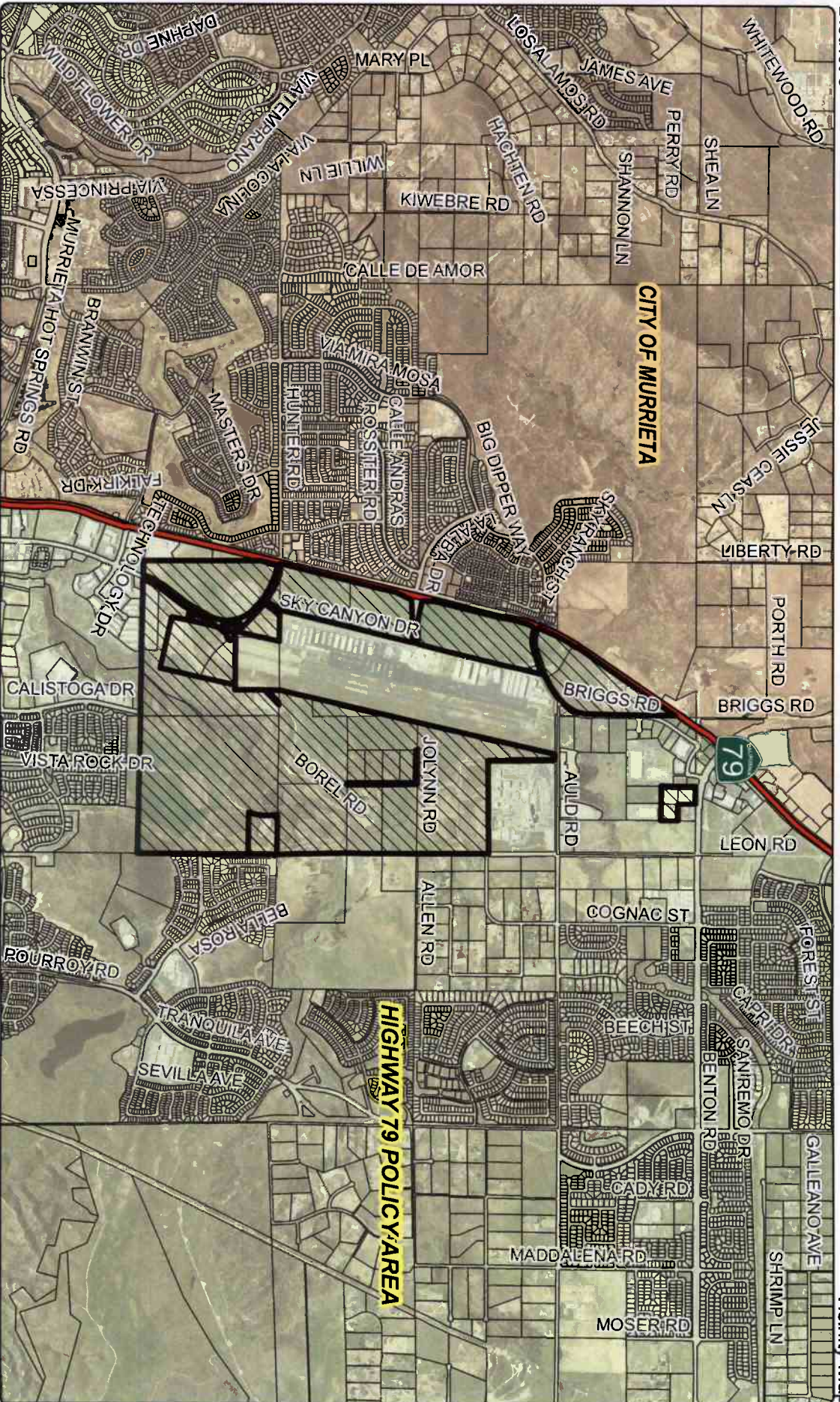
The subject site is currently designated as Assessor's Parcel Numbers 960-307-020, 963-070-021, 963-070-018, 963-070-033, 963-030-006, 963-030-004, 963-030-003, 963-030-002, 957-320-001, 957-320-021, 957-320-011, 957-320-012, 957-320-023, 957-320-024, 957-320-005, 957-320-006, 963-080-011, 963-080-010, 963-080-012, 963-080-009, 963-080-008, 963-080-007, 963-080-006, 963-080-005, 963-080-004, 963-080-002, 957-320-007, 957-320-018, 957-320-014.

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Date Prepared: 01/01/01  
Date Revised: 07/09/15

Supervisor Washington  
District 3

**RIVERSIDE COUNTY PLANNING DEPARTMENT**  
**CZ07806 GPA01123 SP00265A1**  
**VICINITY/POLICY AREAS**

Date Drawn: 07/10/2015  
Vicinity Map



Zoning Area: Rancho California

Author: Vinnie Nguyen

**DISCLAIMER:** On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County. Plans prepared for this project are based on the General Plan as it existed for the time of preparation. For further information, please contact the Riverside County Planning Department office in Riverside at (951)956-5300 (Western County) or in Palm Springs at (760)863-8277 (Eastern County) or e-mail [planning@rivco.net](mailto:planning@rivco.net).



# RIVERSIDE COUNTY PLANNING DEPARTMENT

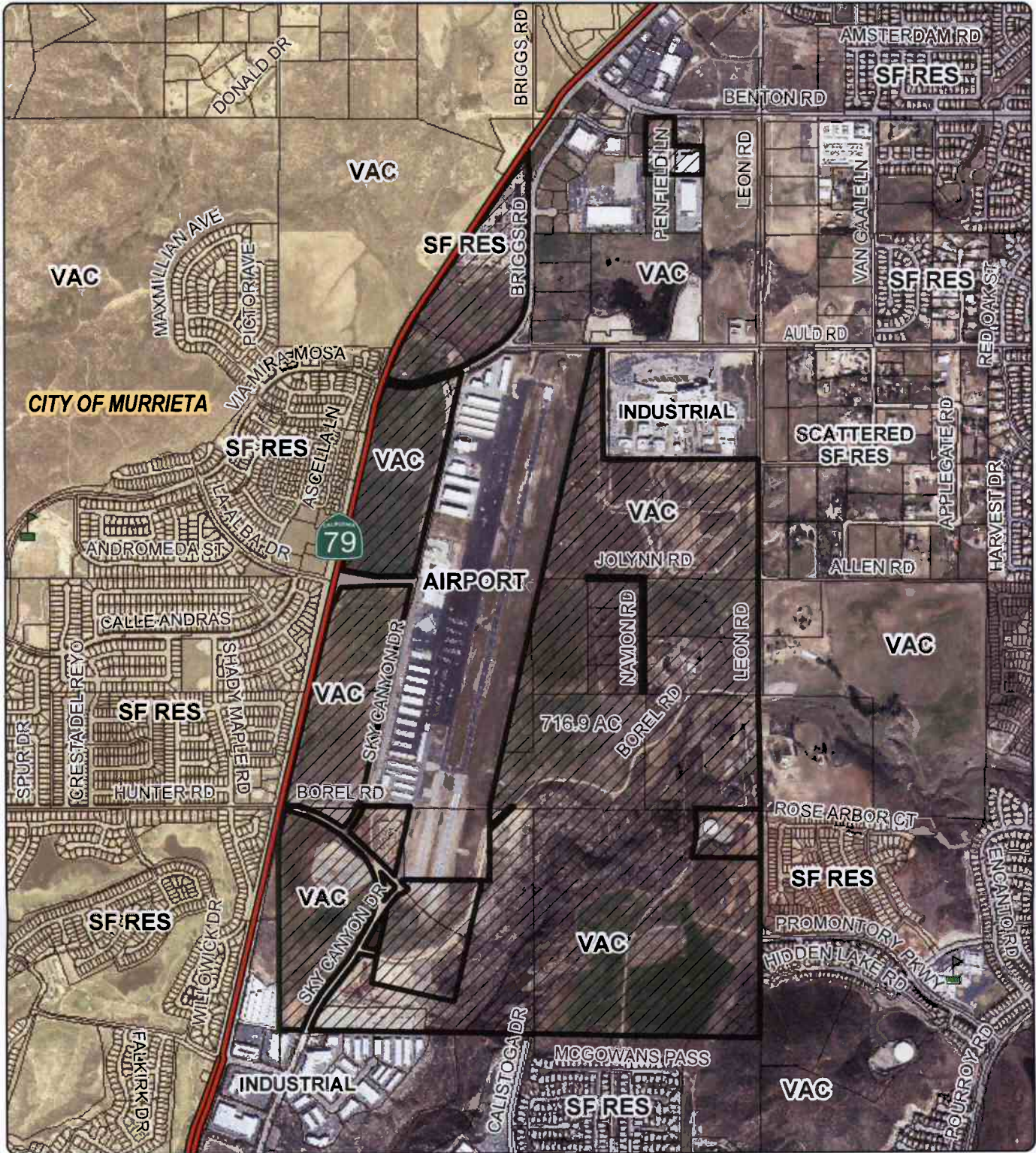
## CZ07806 GPA01123 SP00265A1

Date Drawn: 07/10/2015

Supervisor Washington  
District 3

### LAND USE

Exhibit 1



Zoning Area: Rancho California

Author: Vinnie Nguyen



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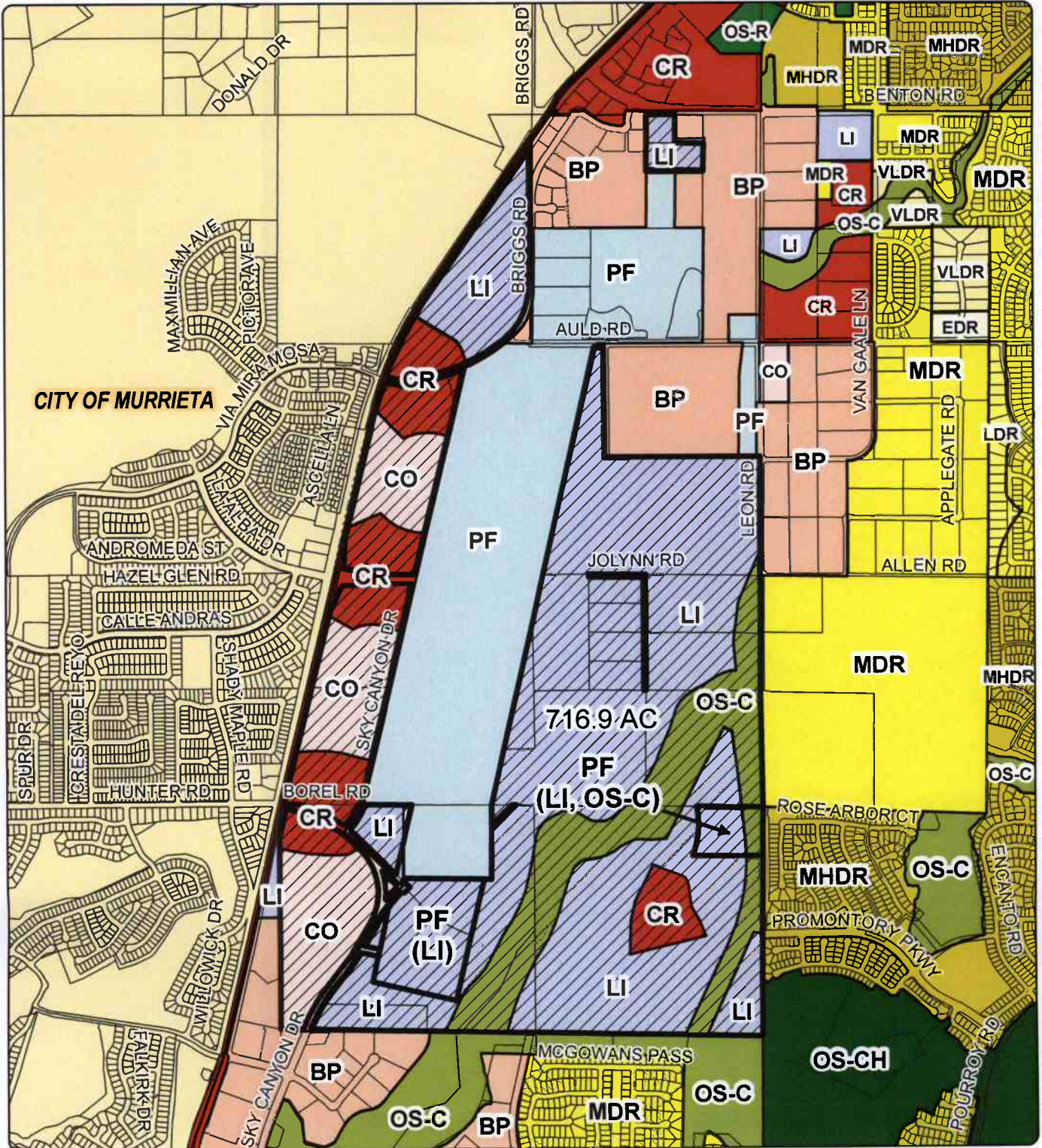
RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07806 GPA01123 SP00265A1

Supervisor Washington  
District 3

Date Drawn: 07/10/2015  
Exhibit 6

PROPOSED GENERAL PLAN



Zoning Area: Rancho California

Author: Vinnie Nguyen



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# RIVERSIDE COUNTY PLANNING DEPARTMENT

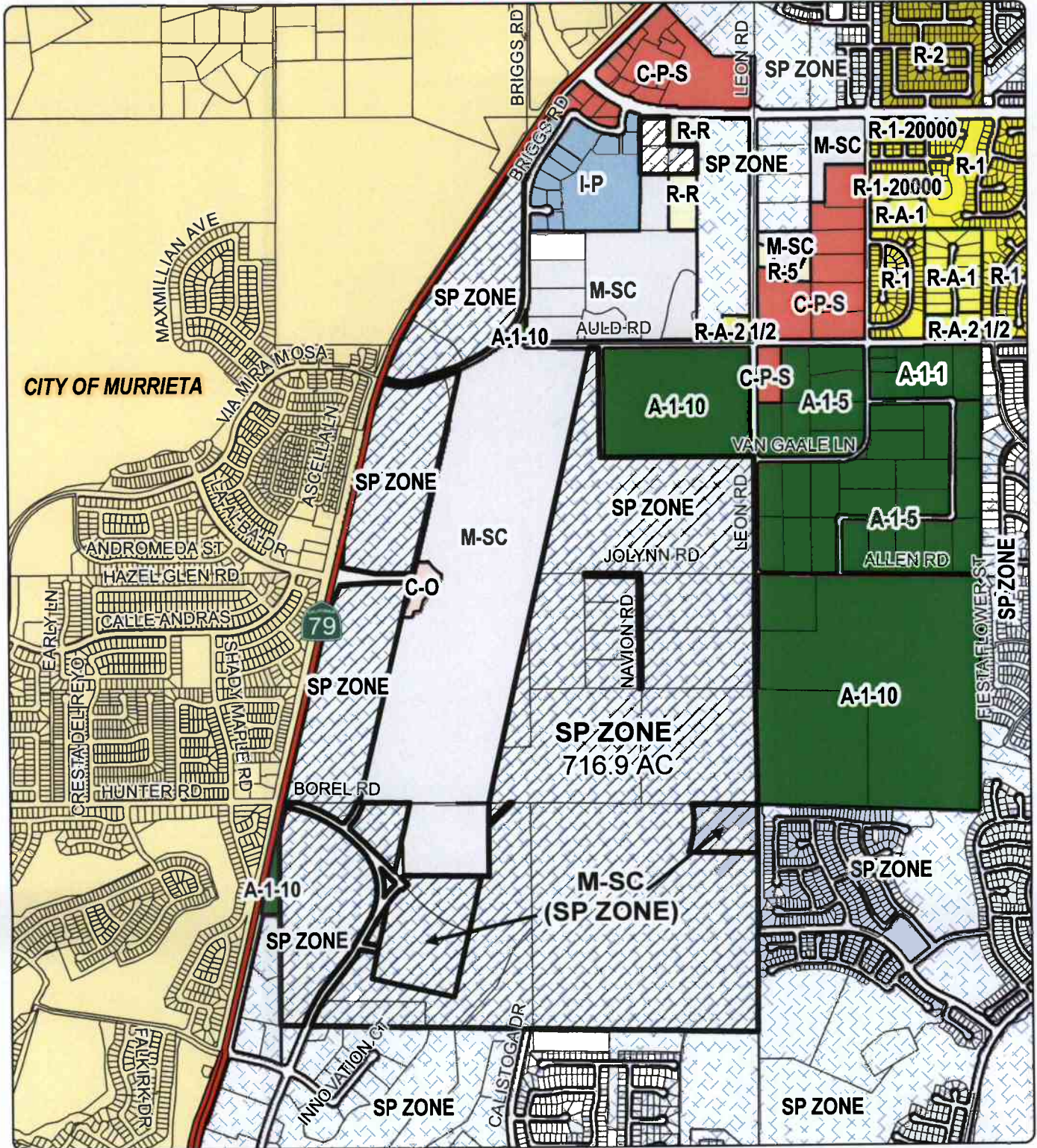
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Date Drawn: 07/10/2015

Supervisor Washington  
District 3

### PROPOSED ZONING

Exhibit 3



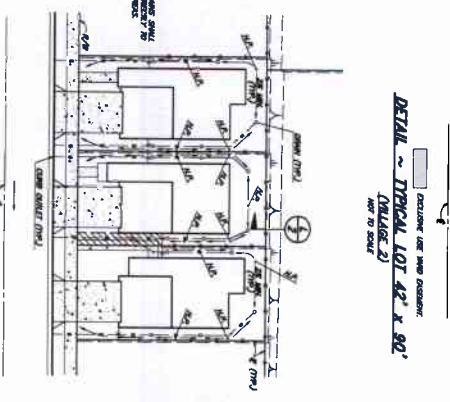
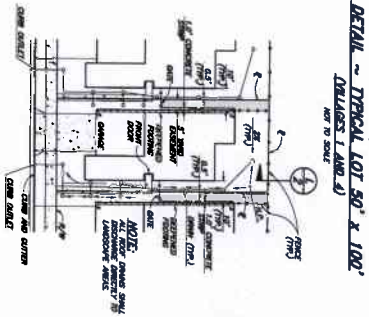
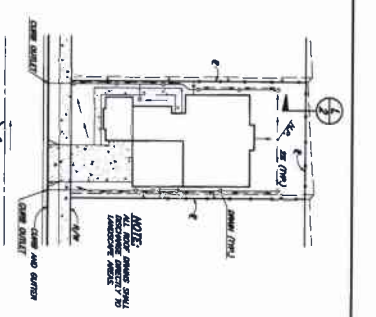
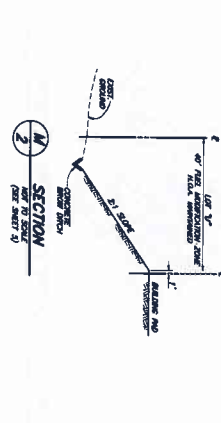
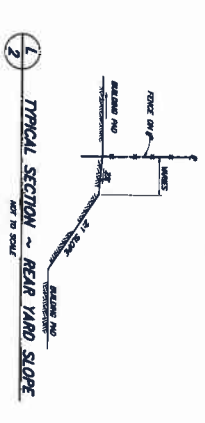
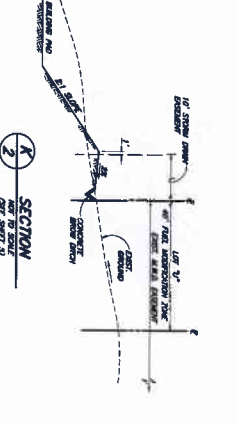
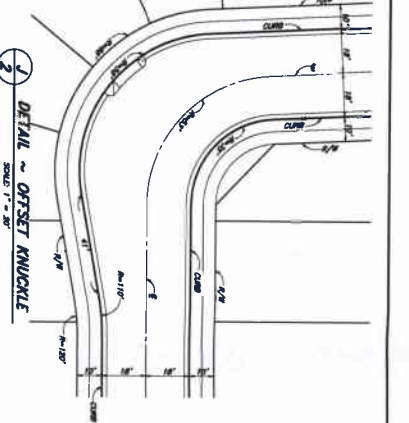
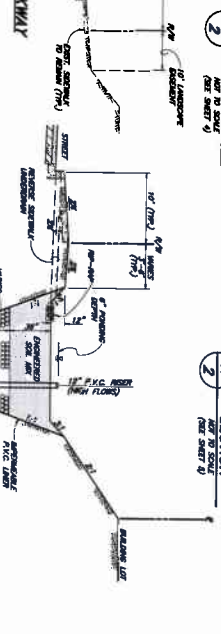
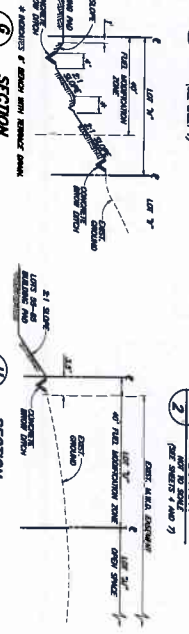
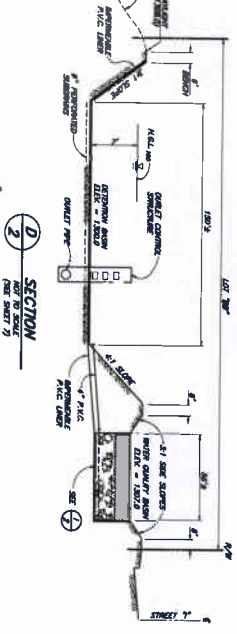
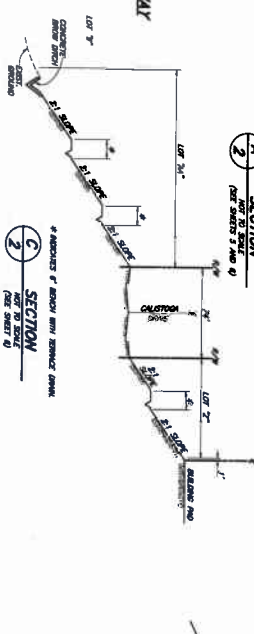
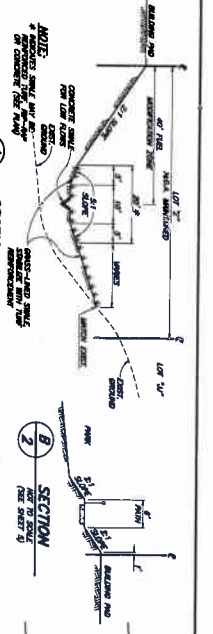
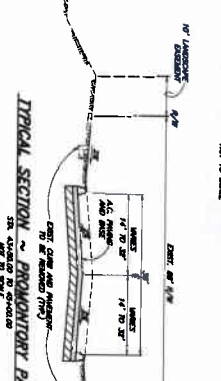
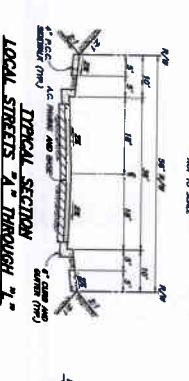
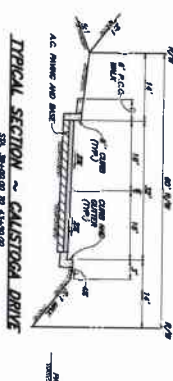
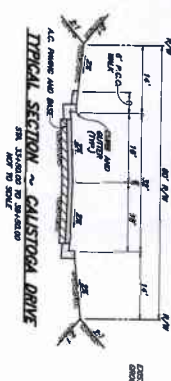
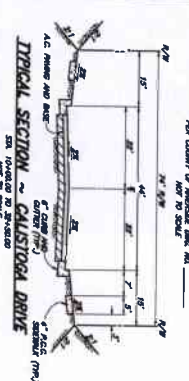
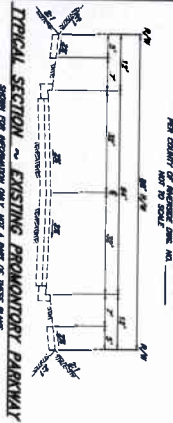
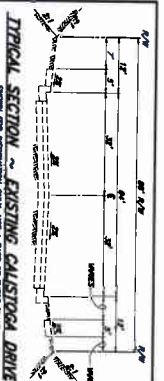
Zoning Area: Rancho California

Author: Vinnie Nguyen



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SB&CO ARCHITECTS INC. 2015-16

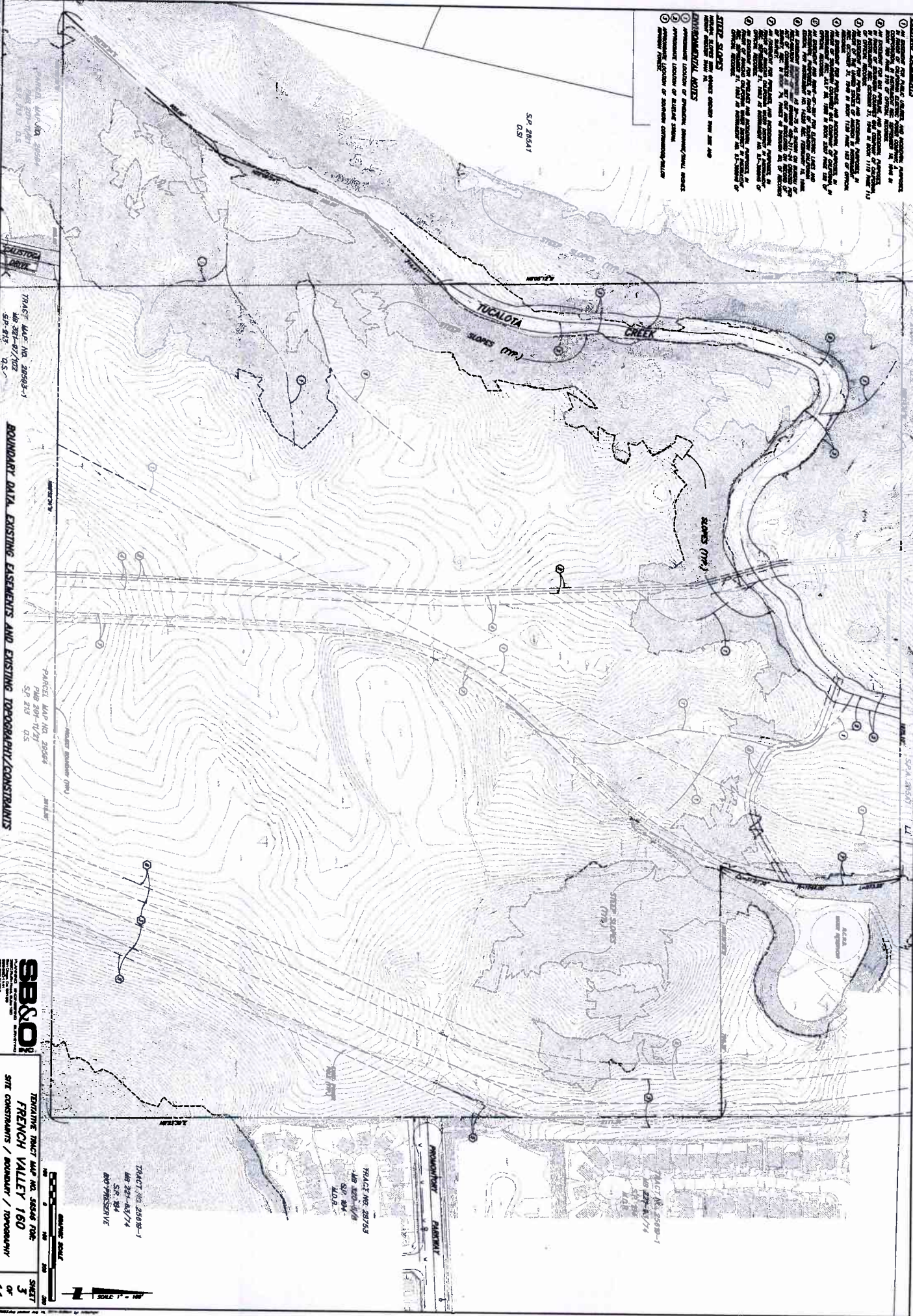
**SB&CO**  
 ARCHITECTS INC.  
 1000 S. GATEWAY AVENUE, SUITE 100  
 SAN ANTONIO, TEXAS 78205  
 (214) 520-1111  
 WWW.SBANDCO.COM

TENANT TRACT MAP NO. 38548 FOR  
 FRENCH VALLEY 160  
 DETAILS / TYPICAL SECTIONS  
 COUNTY OF BREVARD, CALIFORNIA

SHEET  
 2  
 OF  
 11

**EXISTING EASEMENTS**

1. OF RECORD ON PLAT, MAPS AND RECORDS, PARTS OF THE COUNTY OF INDIAN WELLS, CALIFORNIA, THE LAND IS DIVIDED INTO SECTIONS, TOWNSHIP AND RANGE.
2. OF RECORD ON PLAT, MAPS AND RECORDS, PARTS OF THE COUNTY OF INDIAN WELLS, CALIFORNIA, THE LAND IS DIVIDED INTO SECTIONS, TOWNSHIP AND RANGE.
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20. OF RECORD ON PLAT, MAPS AND RECORDS, PARTS OF THE COUNTY OF INDIAN WELLS, CALIFORNIA, THE LAND IS DIVIDED INTO SECTIONS, TOWNSHIP AND RANGE.



TRACT MAP NO. 26641-1  
 SP 26641  
 D.S.

TRACT MAP NO. 26642-1  
 SP 26642  
 D.S.

**S&S OIL & GAS**  
 17000 FRENCH VALLEY ROAD  
 FRENCH VALLEY, CALIFORNIA 92336  
 (951) 253-4374  
 FAX (951) 253-4374  
 WWW.SANDSONLINE.COM

ITERATIVE TRACT MAP NO. 26646 FOR  
**FRENCH VALLEY 160**  
 SITE CONSTRAINTS / BOUNDARY / TOPOGRAPHY  
 COUNTY OF INDIAN WELLS, CALIFORNIA

TRACT MAP NO. 26646-1  
 SP 26646  
 D.S.

TRACT MAP NO. 26647-1  
 SP 26647  
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TRACT MAP NO. 26648-1  
 SP 26648  
 D.S.

TRACT MAP NO. 26649-1  
 SP 26649  
 D.S.

TRACT MAP NO. 26650-1  
 SP 26650  
 D.S.

SCALE BAR: 0 100 200 FEET

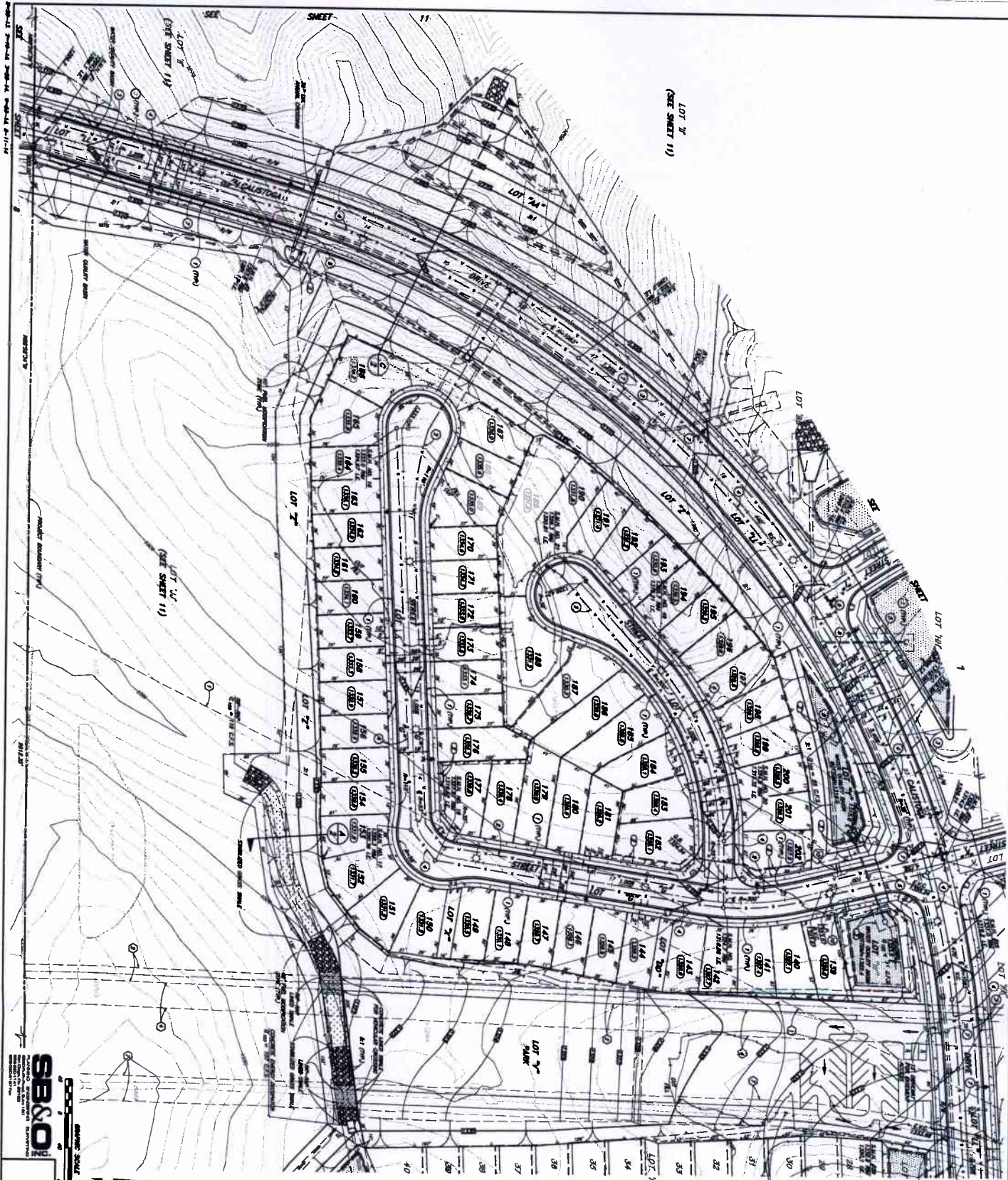
AM - 11 3000'

SHEET 3 OF 11









LOT 127  
(SEE SHEET 11)

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LOT 130

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LOT 132

LOT 133

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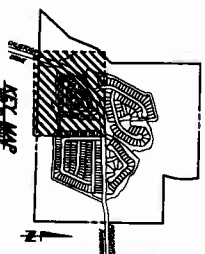
LOT 291

LOT 292

**SBCO**  
SOUTHERN CALIFORNIA  
BUILDING CORPORATION

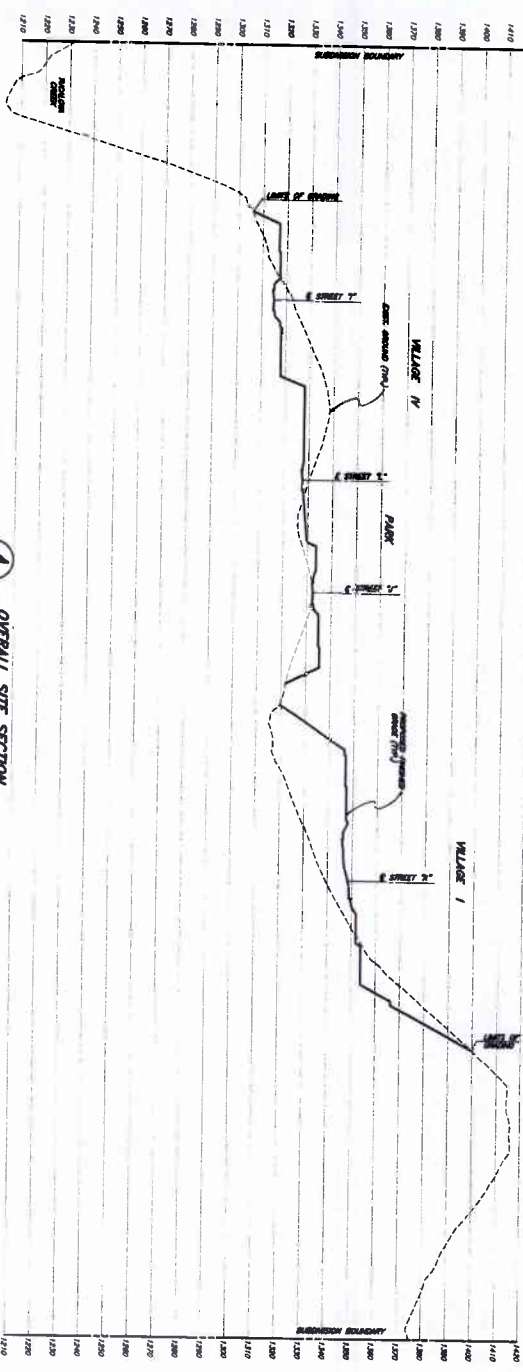
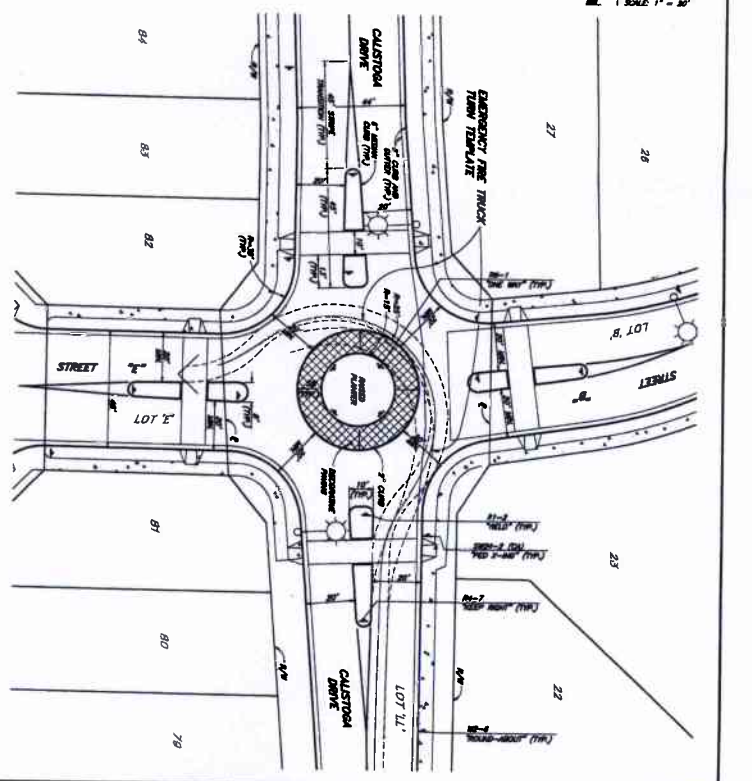
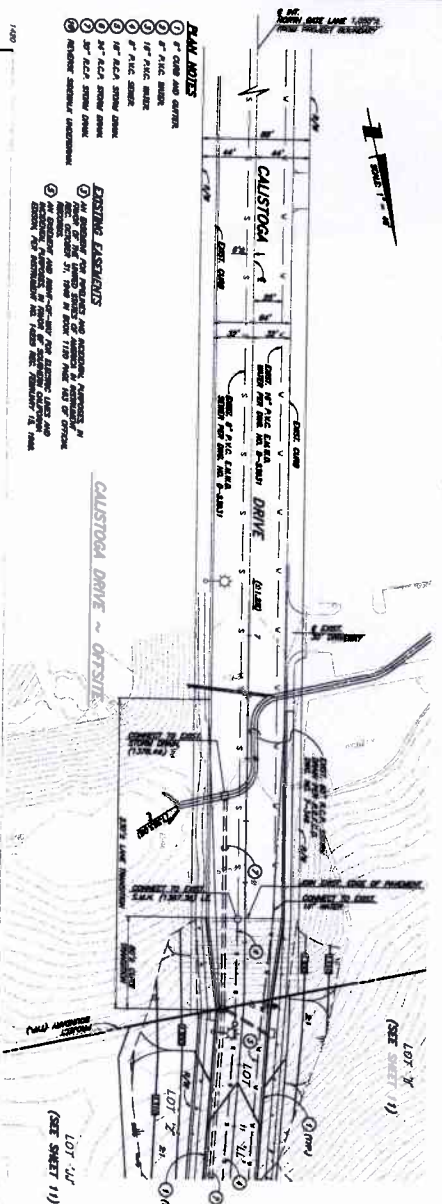
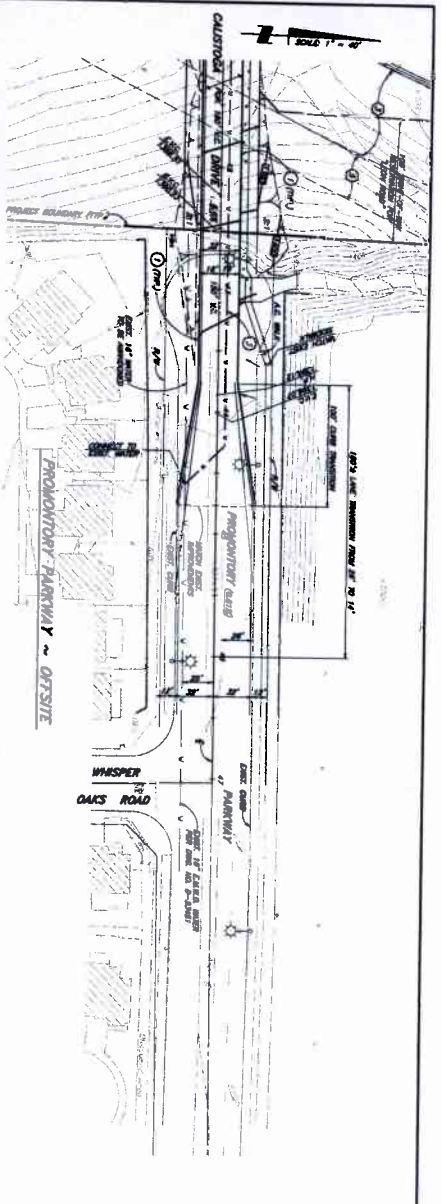
TENTATIVE TRACT MAP NO. 36348 FOR  
**FRENCH VALLEY 160**  
VILLAGE III  
COUNTY OF INVERNO, CALIFORNIA

SHEET  
**6**  
OF  
**11**



- PROPOSED EASEMENTS**
- 1. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF UTILITY LINES.
  - 2. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAINAGE CANALS.
  - 3. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
  - 4. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
  - 5. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
  - 6. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
  - 7. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
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  - 9. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
  - 10. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
- EXISTING EASEMENTS**
- 1. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF UTILITY LINES.
  - 2. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAINAGE CANALS.
  - 3. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
  - 4. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
  - 5. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
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  - 9. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
  - 10. EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF FLOOD CONTROL STRUCTURES.
- PLAN NOTES**
- 1. SEE SHEET 11 FOR CONTIGUOUS LOTS.
  - 2. SEE SHEET 11 FOR CONTIGUOUS LOTS.
  - 3. SEE SHEET 11 FOR CONTIGUOUS LOTS.
  - 4. SEE SHEET 11 FOR CONTIGUOUS LOTS.
  - 5. SEE SHEET 11 FOR CONTIGUOUS LOTS.
  - 6. SEE SHEET 11 FOR CONTIGUOUS LOTS.
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  - 9. SEE SHEET 11 FOR CONTIGUOUS LOTS.
  - 10. SEE SHEET 11 FOR CONTIGUOUS LOTS.





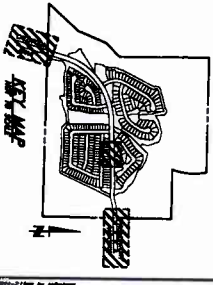
- PLAN NOTES**
- 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA CIVIL ENGINEERING BOARD'S SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
  - 2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA CIVIL ENGINEERING BOARD'S SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
  - 3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA CIVIL ENGINEERING BOARD'S SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
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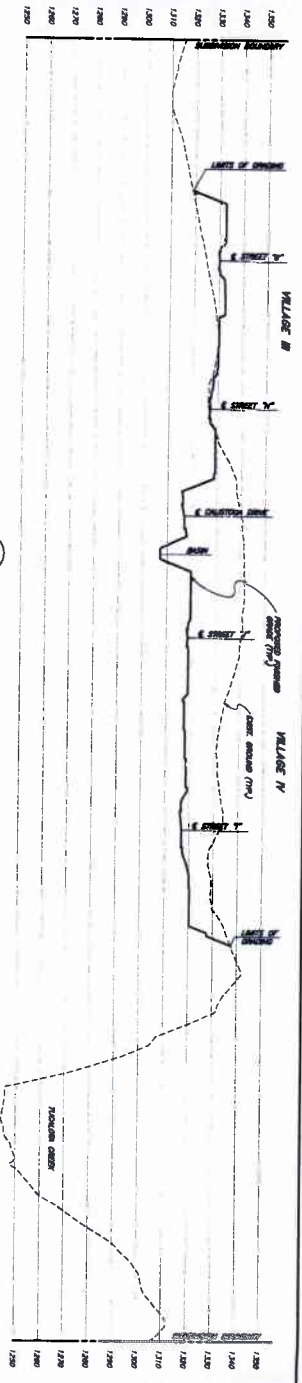
- EXISTING FEATURES**
- 1. ALL EXISTING FEATURES SHALL BE PRESERVED AND PROTECTED.
  - 2. ALL EXISTING FEATURES SHALL BE PRESERVED AND PROTECTED.
  - 3. ALL EXISTING FEATURES SHALL BE PRESERVED AND PROTECTED.
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  - 10. ALL EXISTING FEATURES SHALL BE PRESERVED AND PROTECTED.

OVERALL SITE SECTION  
SCALE: 1" = 100' (V), 1" = 100' (H)

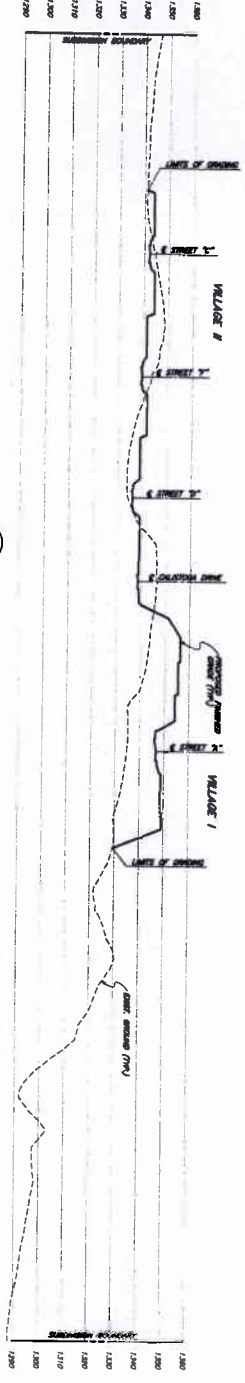
**SBCO**  
SPECIALTY CONSULTANTS  
1000 CALISTOGA DRIVE  
CALISTOGA, CALIFORNIA 94625  
TEL: (707) 251-1111  
FAX: (707) 251-1112  
WWW.SBCO.COM

PREPARED BY: SBCO  
DATE: 10/11/00  
PROJECT: FRENCH VALLEY 160  
SHEET: 8 OF 11

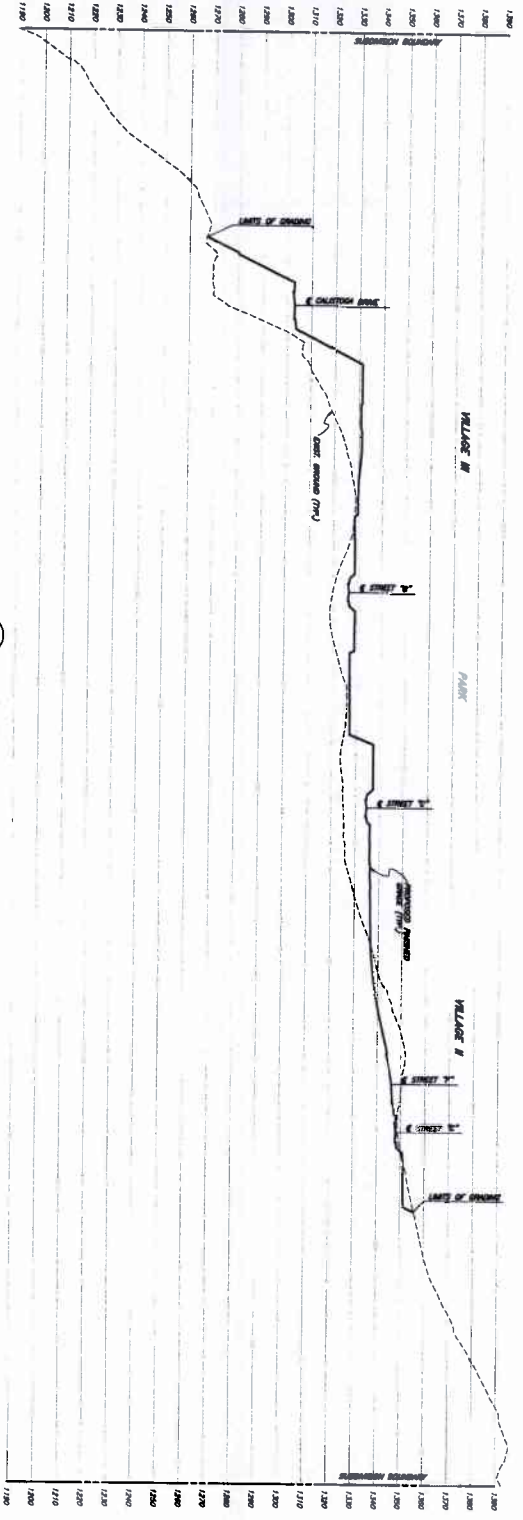




**A**  
OVERALL SITE SECTION  
SCALE: 1" = 100' (H), 1" = 20' (V)



**B**  
OVERALL SITE SECTION  
SCALE: 1" = 100' (H), 1" = 20' (V)



**C**  
OVERALL SITE SECTION  
SCALE: 1" = 100' (H), 1" = 20' (V)

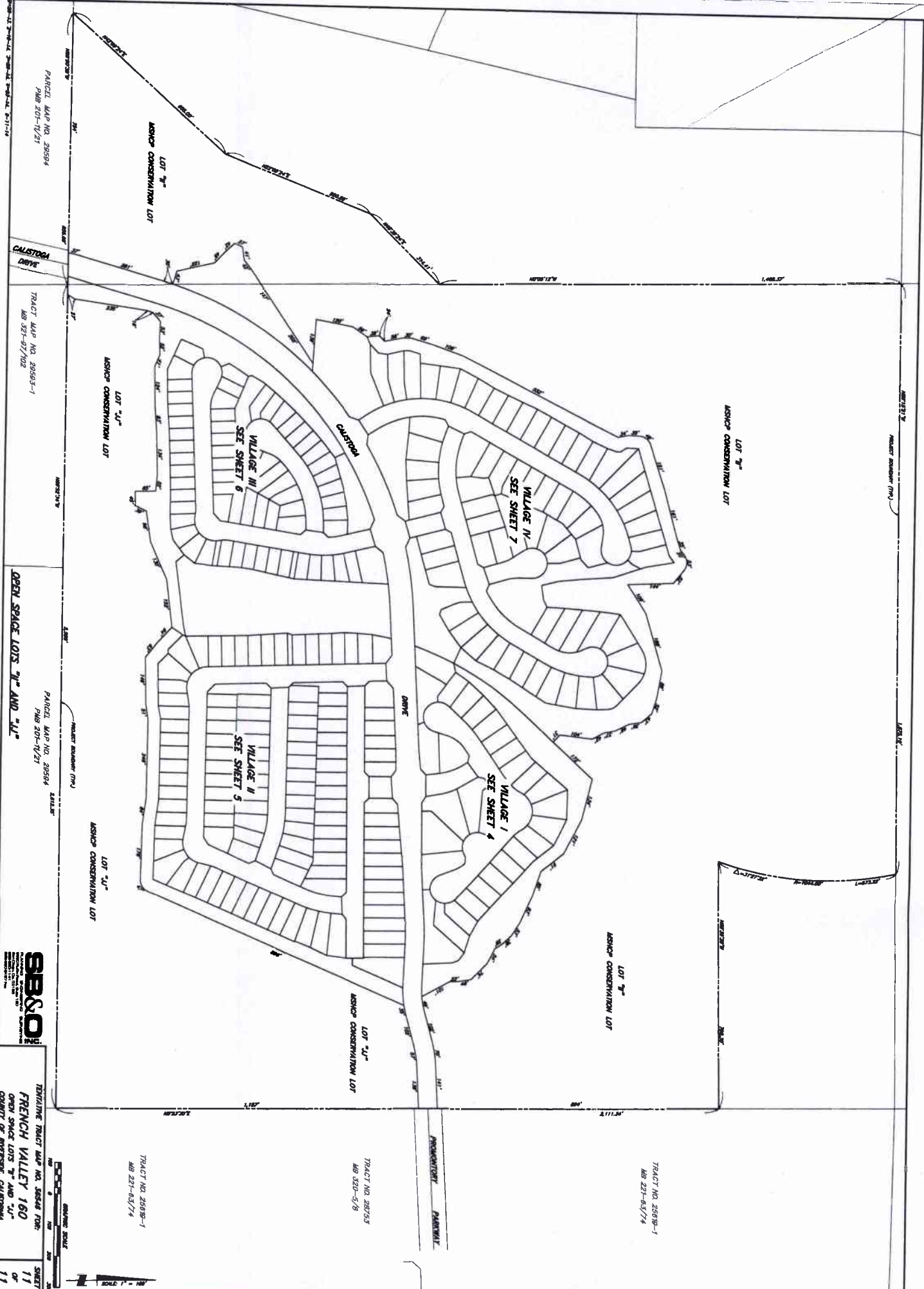
11-11-78 Project: French Tract 11-80

**SBS&O**  
SHERIDAN BROS. SURVEYING & ENGINEERING  
11111 15th St., San Francisco, CA 94133  
TEL: 415-774-1111

PREPARED FOR:  
FRENCH TRACT MAP NO. 38848 FOR  
FRENCH VALLEY 180  
OVERALL SITE SECTIONS  
COUNTY OF MENARD, CALIFORNIA

SHEET  
9  
OF  
11





PARCEL MAP NO. 26594  
 PUB 20-1/27

TRACT MAP NO. 26593-1  
 MS 23-03/74

PARCEL MAP NO. 26594  
 PUB 20-1/27

**SBCSO**  
 SAN BERNARDINO COUNTY  
 SURVEYORS

TRAILING TRACT MAP NO. 26594 FOR  
 FRENCH VALLEY 160  
 OPEN SPACE LOTS 'A' AND 'J'  
 COUNTY OF INVERNE, CALIFORNIA

SCALE  
 1" = 100'

TRACT NO. 26593-1  
 MS 23-03/74

TRACT NO. 26753  
 MS 23-03/74

TRACT NO. 2659-1  
 MS 23-03/74



**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. \_\_\_\_ to the General Plan by Resolution.
- Recommendation to the Board of Supervisors regarding approval of Change of Zone No. \_\_\_\_ by Ordinance.
- Recommendation to the Board of Supervisors regarding approval of EA No. \_\_\_\_ by Resolution.

#### 2. Riverside County Board of Supervisors

- Adoption by Resolution of SP 265, A1.
- Adoption by Resolution of General Plan Amendment No. \_\_\_\_.
- Approval by Ordinance of Change of Zone No. \_\_\_\_.
- Approval by Resolution of EA No. \_\_\_\_.

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. 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. The Land Use Plan for SP 265, A1 is contained in Figure I-1a, *Land Use Plan, SP 265, A1*. The Land Use Plan for the original SP 265 is contained in Figure 1b, *Land Use Plan, SPA 265*. 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 General Plan Amendment to the County of Riverside Circulation Element. The amendment includes the deletion of the Borel Road crossing of Tualota Creek and re-aligns Borel Road along the prior alignment of a road identified in the original SP 265 as Earhart Road. Borel Road will assume this alignment on the westerly side of Tualota Creek and will ultimately intersect with Leon Road on the westerly boundary of SP 265, A1. The prior Circulation Plan for the original SP 265 is included as Figure I-2, *Circulation Plan, SP 265*. The Circulation Plan for SP 265, A1 is provided in Section II of this document, Figure II-1, *Circulation Plan*. Borel Road has been re-classified as an Industrial Collector roadway.

**Table I-1  
Specific Plan Land Use Comparison**

| Land Use  | SP265 Planning Area | SP265 Acreage     | SP 265, A1 Planning Area | SP265, A1 Acreage <sup>7</sup> |
|---|---------------------|-------------------|--------------------------|--------------------------------|
| Business Park (Formerly Industrial Park)                                | 1.0                 | 34.4              | 1                        | 36.0                           |
| Business Park (Formerly Industrial Park)                                | 2.0                 | 222.1             | 2                        | 207.1                          |
| Light Industrial (Formerly Restricted Light Industrial)                 | 3.0                 | 7.2               | 3                        | 7.4                            |
| Light Industrial (Formerly Restricted Light Industrial)                 | 4.0                 | 5.4               | 4                        | 7.9                            |
| Light Industrial (Formerly Restricted Light Industrial)                 | 6.0                 | 52.8              | 5                        | 16.2                           |
| Light Industrial (Formerly Restricted Light Industrial)                 | 5.0                 | 36.0              | 6                        | 2.8                            |
| Light Industrial (Formerly Restricted Light Industrial)                 | 4.0 & 5.0           | 0.0 <sup>1</sup>  | 7                        | 13.1                           |
| Restricted Light Industrial   | 6.2                 | 9.0               | N/A                      | 0.0                            |
| Office Park   | 10.0                | 26.3              | N/A                      | 0.0                            |
| Commercial Office (Formerly Office Park)                                | 11.1                | 29.7              | 8                        | 18.3                           |
| Commercial Office (Formerly Office Park)                                | 11.2                | 39.0              | 9                        | 45.9                           |
| Tourist Commercial  | 20.0                | 15.3              | N/A                      | 0.0                            |
| Commercial Retail (Formerly Commercial)                                 | 21.0                | 18.5              | 10                       | 21.4                           |
| Commercial Retail (Formerly Commercial)                                 | 11.0                | 21.6              | 11                       | 22.6                           |
| Commercial Retail (Formerly Commercial)                                 | 21.1                | 20.7              | 12                       | 15.3                           |
| Commercial Retail (Formerly Commercial)                                 | 21.2                | 20.9              | 13                       | 28.7                           |
| Medium Density Residential, 2-5 du/acre                                 | 6.0 & 22.0          | 13.2 <sup>2</sup> | 14                       | 8.7                            |
| Medium High Density Residential, 5-8 du/acre                            | 6.1                 | 38.8              | 15                       | 18.5                           |
| Medium Density Residential, 2-5 du/acre                                 | 6.1                 | 0.0 <sup>3</sup>  | 16                       | 10.3                           |
| Medium Density Residential, 2-5 du/acre                                 | 6.0                 | 0.0 <sup>2</sup>  | 17                       | 19.1                           |
| Open Space  | 31.0                | 63.2              | 18                       | 19.7                           |
| Open Space – Conservation (Formerly Open Space)                         | 6.0, 6.1, 31.0      | 0.0 <sup>4</sup>  | 19                       | 68.7                           |
| Open Space  | 31.0                | 0.0 <sup>5</sup>  | 20                       | 17.4                           |
| Open Space – Conservation (Formerly Open Space)                         | 6.1, 6.2, 32.0      | 0.0 <sup>6</sup>  | 21                       | 26.6                           |
| Park  | 6.1                 | 0.0 <sup>3</sup>  | 22                       | 5.0                            |
| MWD Aqueduct Easement/Open Space  | 32.0                | 27.2              | 23                       | 2.4                            |
| Open Space, Historic Preservation, Passive/Active Recreation, Education | 33.0                | 34.4              | N/A                      | 0.0                            |
| Roads   |                     | 37.7              |                          | 77.8                           |
| <b>TOTAL</b>  |                     | <b>783.4</b>      |                          | <b>716.9</b>                   |

**Notes**

- <sup>1</sup> Included in PA's 4.0 and 5.0.
- <sup>2</sup> See acreage from PA 6.0.
- <sup>3</sup> See acreage from PA 6.1
- <sup>4</sup> See acreage from PA's 6.0, 6.1 and 31.0
- <sup>5</sup> See acreage from PA 31.0
- <sup>6</sup> See acreage PA's 6.0, 6.1 and 32.0
- <sup>7</sup> Acreage modified as part of SP265, A1 due to French Valley Airport Runway Expansion and RCWD parcel and due to removal of PA's 10.0, 20.0 and 33.0 (now in City of Murrieta).

### 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-3, *Regional Map*, and Figure I-4, *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.

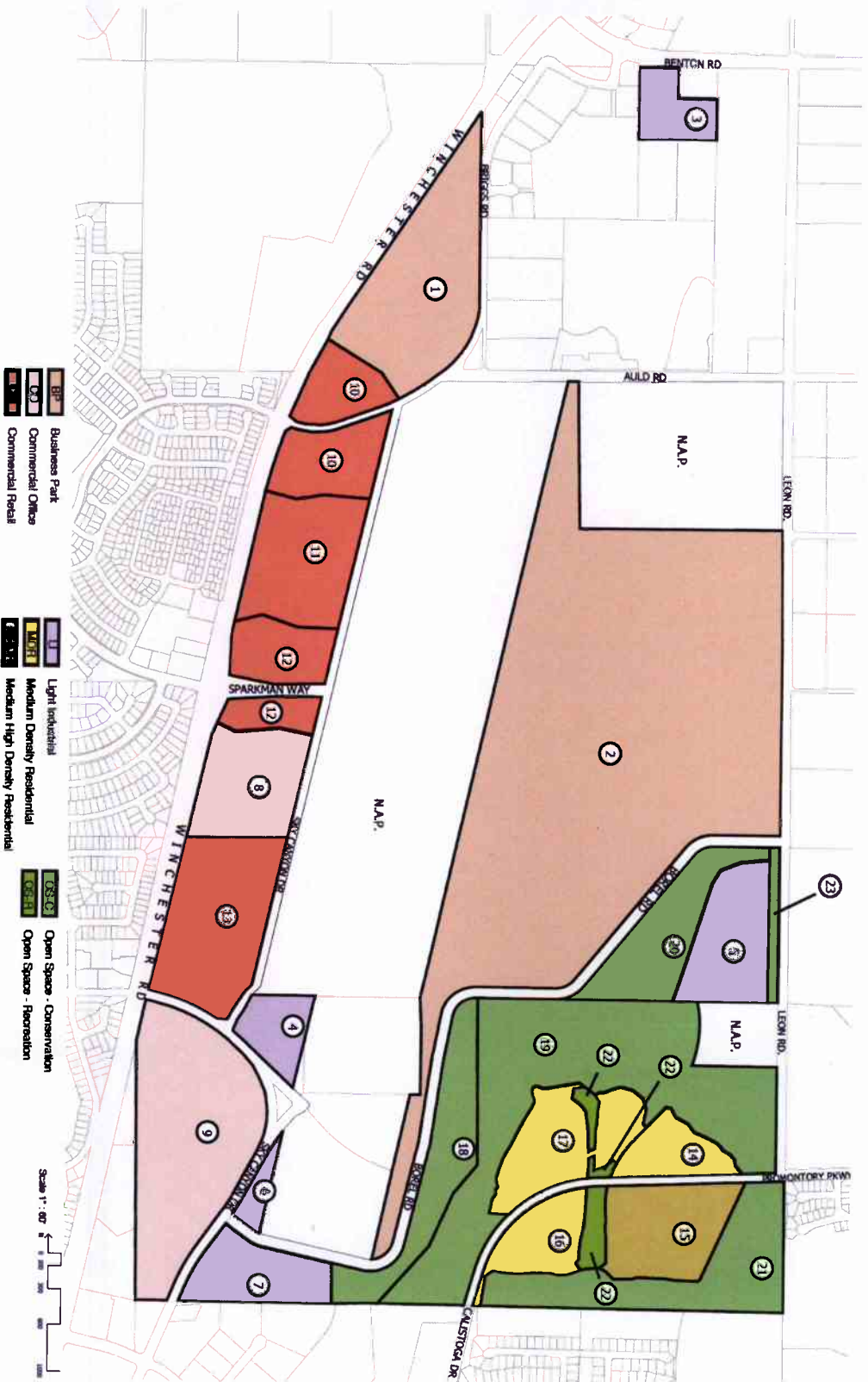
West: French Valley Airport, medium density residential, and vacant

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

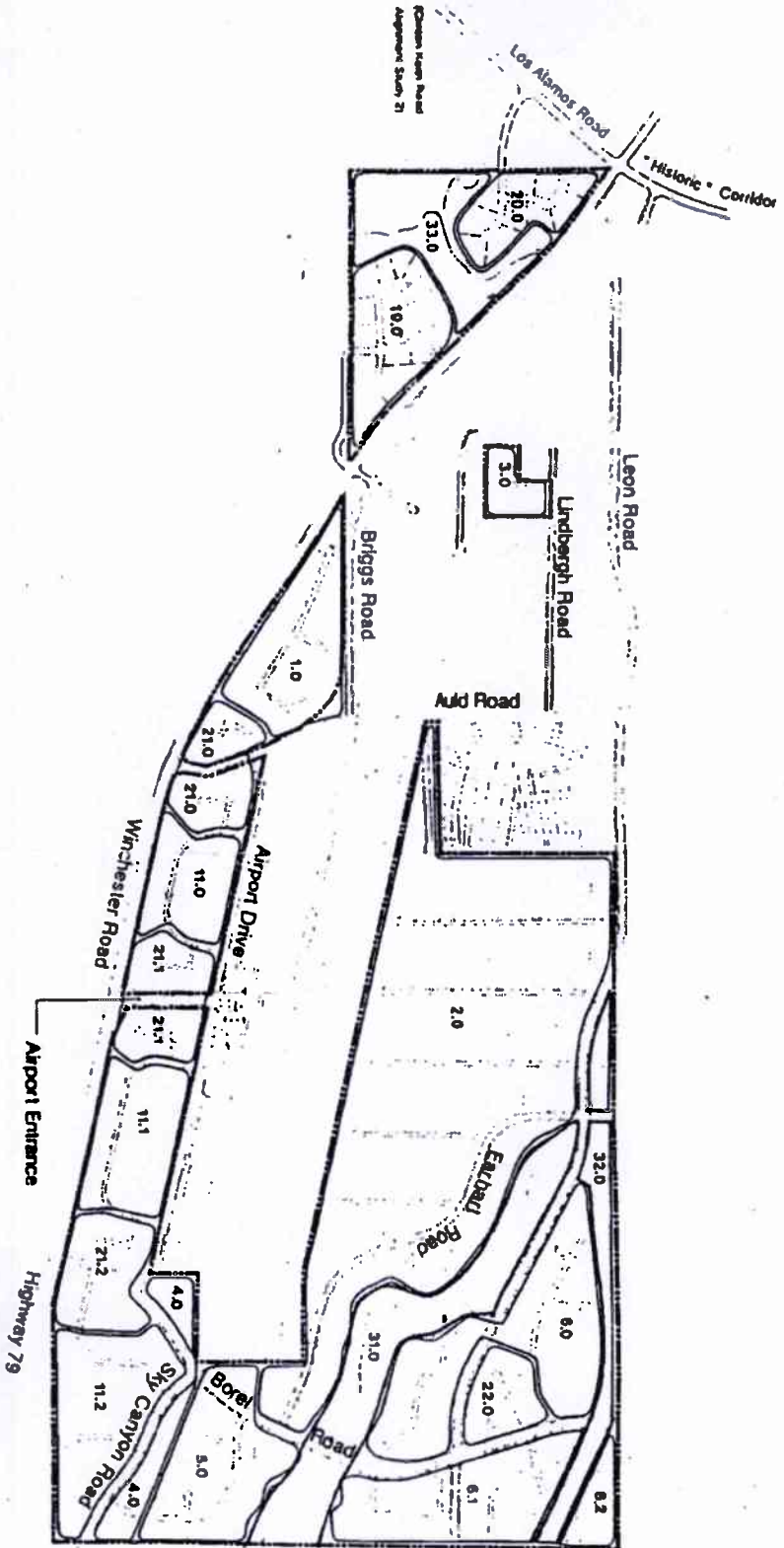
As shown in Figure I-5, *Aerial Photograph*, the Specific Plan Area has been developed in PA's 3, 4 and 6. All other areas have not been developed at this time. The Assessor Parcel Numbers (APNs) for the Specific Plan Area are shown of Figure I-6, *Assessor's Parcel Number Map*.

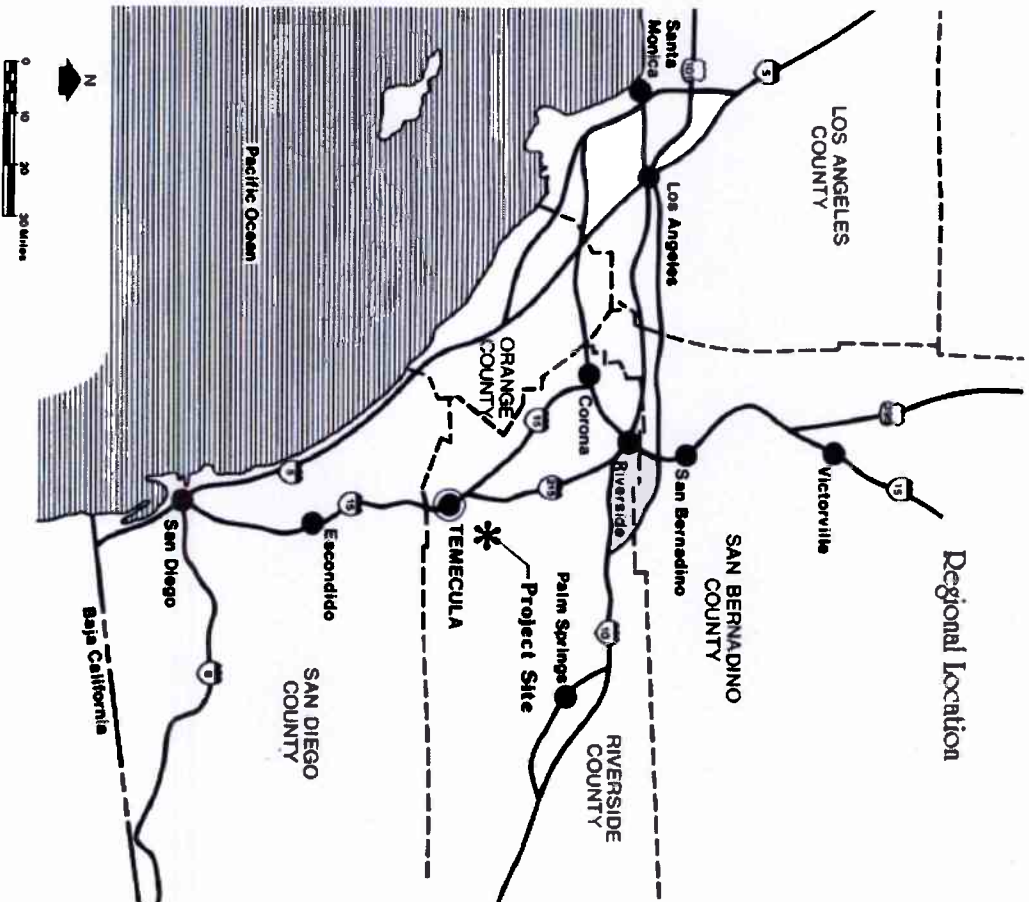
Topographically, the majority of the site consists of gentle rolling hills and swales, with relatively low relief and drains to the southeast as illustrated in Figure I-7, *Topographic Map*. The southern portion of the site consists of several low lying granitic hills with natural 4:1 (horizontal:vertical) slopes. Overall surface relief is approximately 240 feet.

# Section I - Executive Summary



Section I - Executive Summary

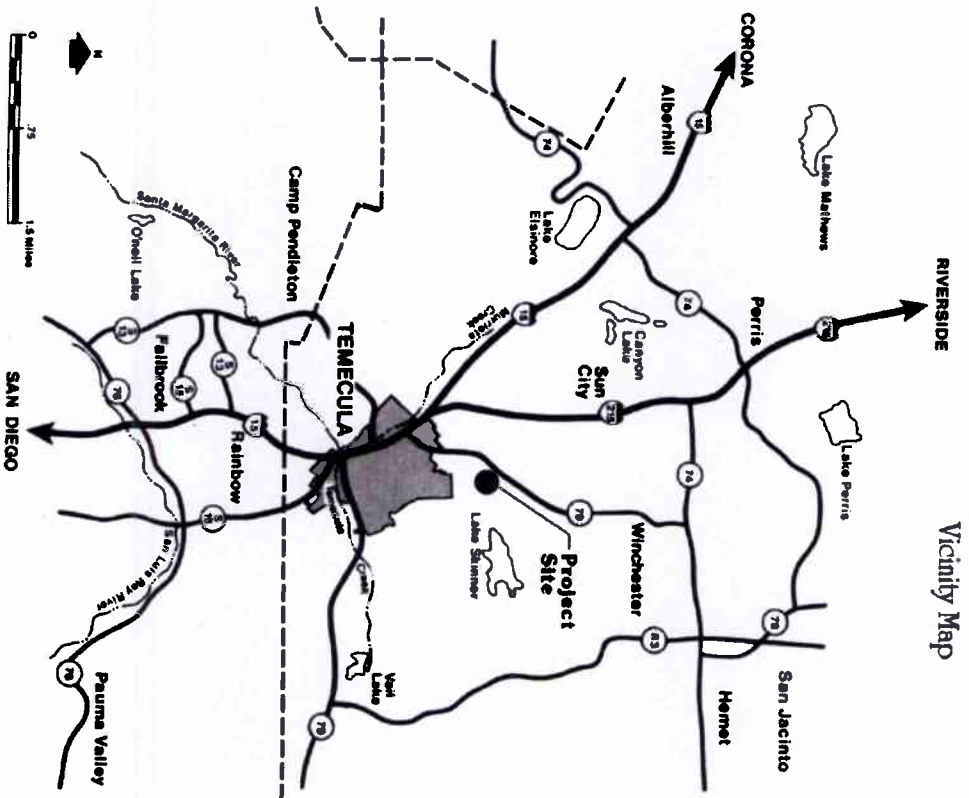




REGIONAL MAP - FIGURE I-3



Section I - Executive Summary

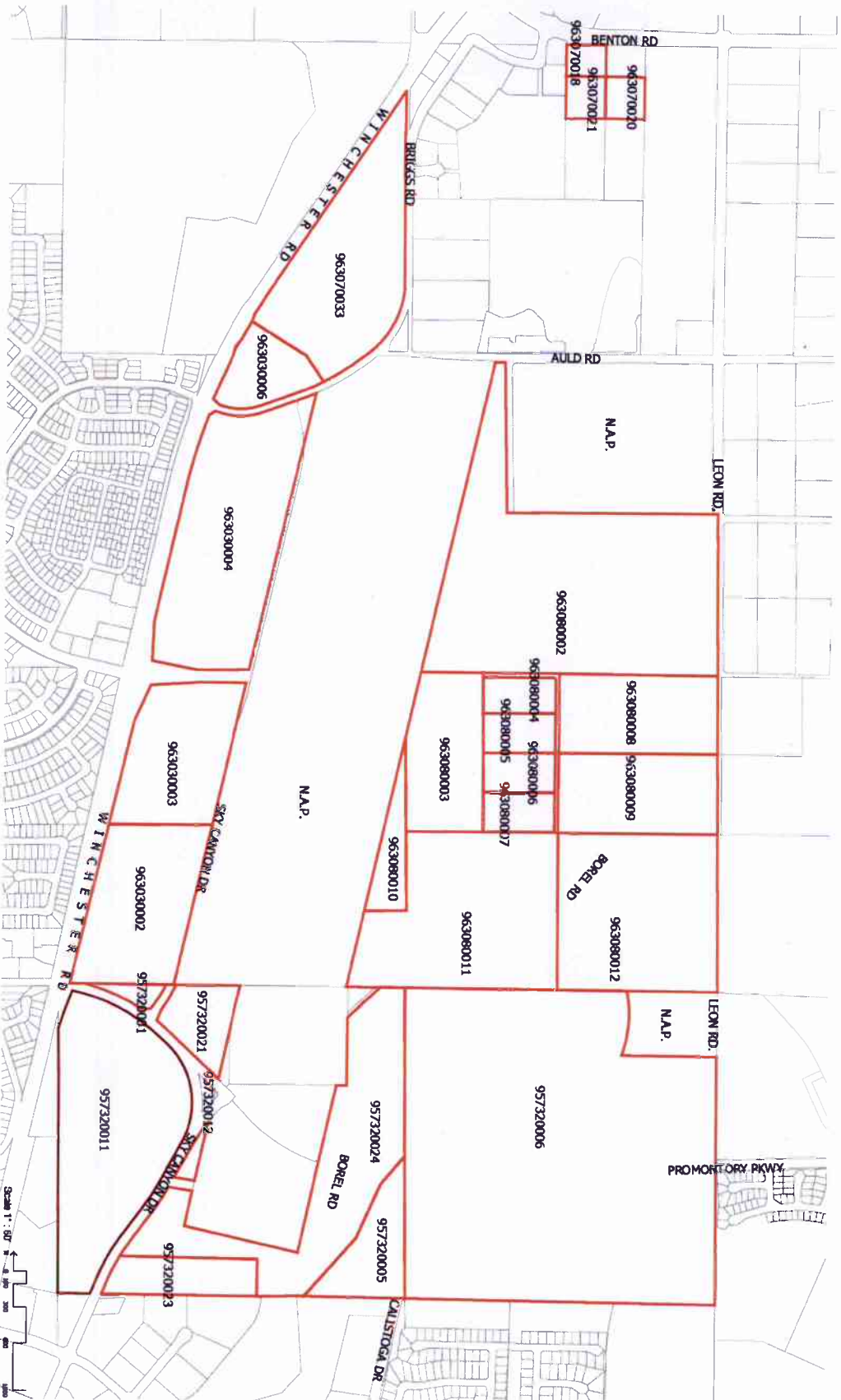


Section I - Executive Summary



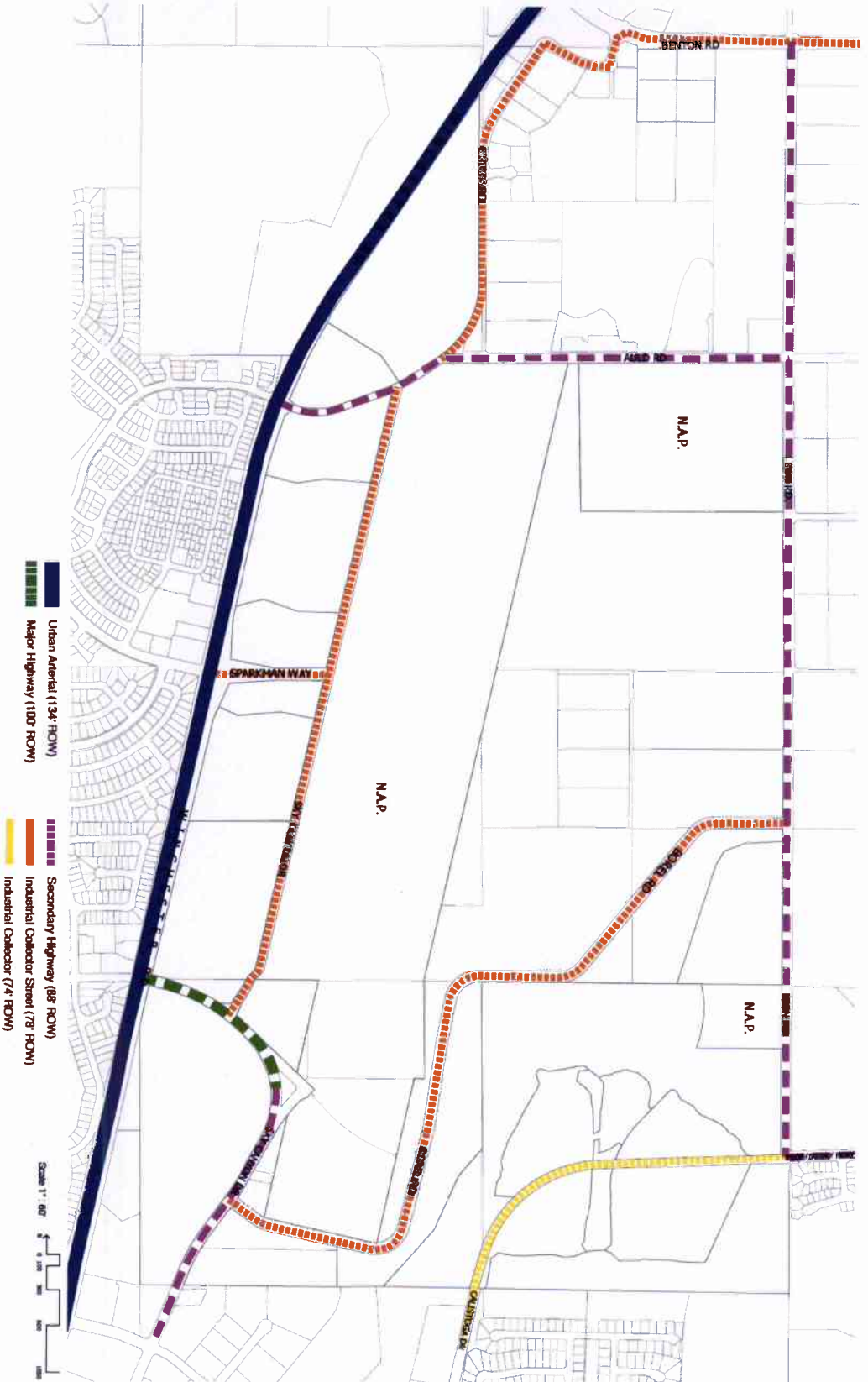
AERIAL PHOTOGRAPH - FIGURE I-5

Section I - Executive Summary



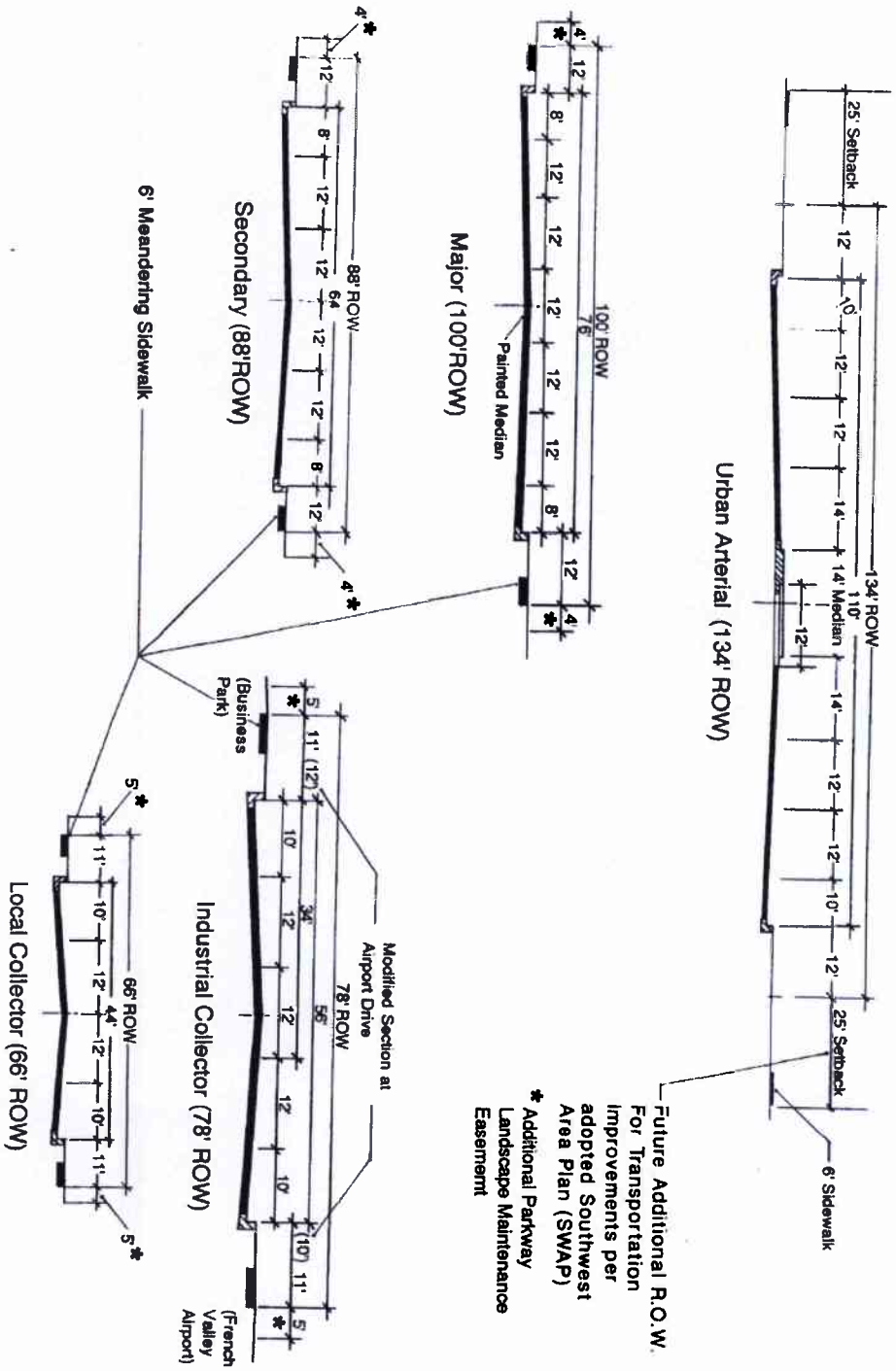
ASSESSOR'S PARCEL NUMBER MAP - FIGURE I-6

Section II - Specific Plan



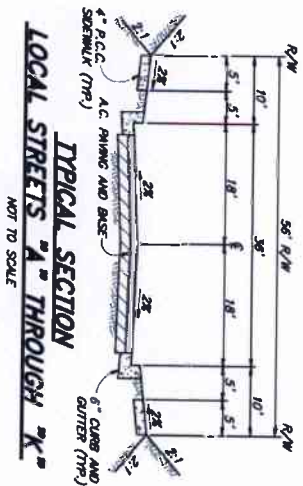
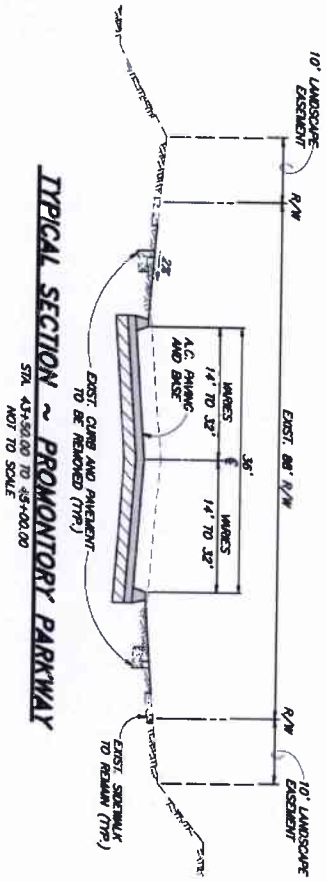
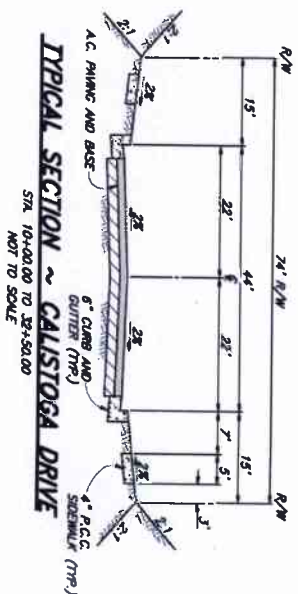
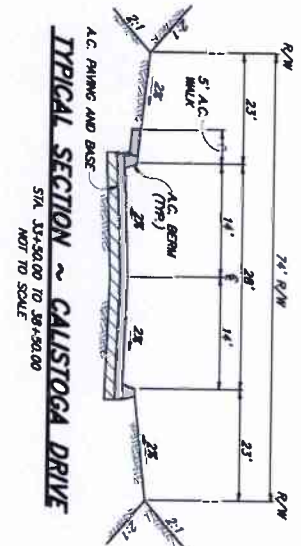
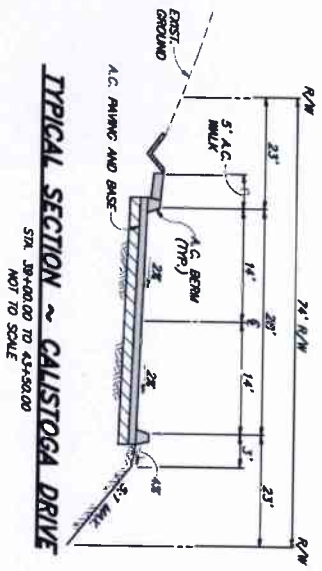
VEHICULAR CIRCULATION PLAN - FIGURE II-1

Section II - Specific Plan

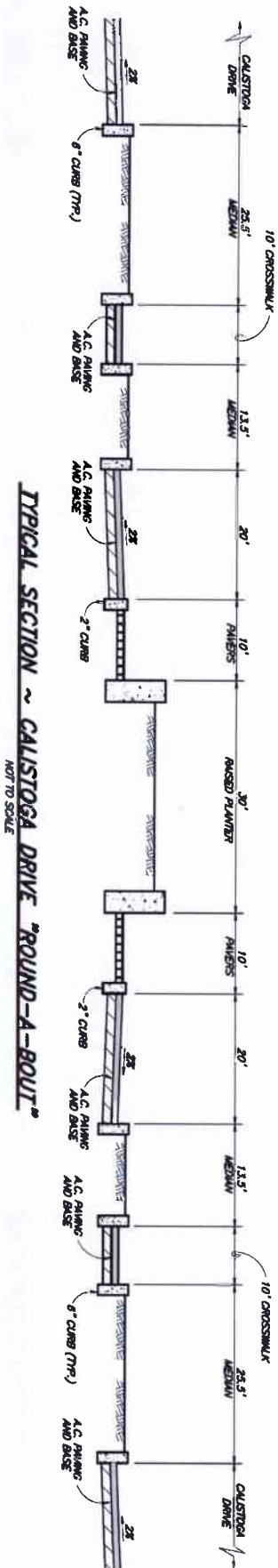
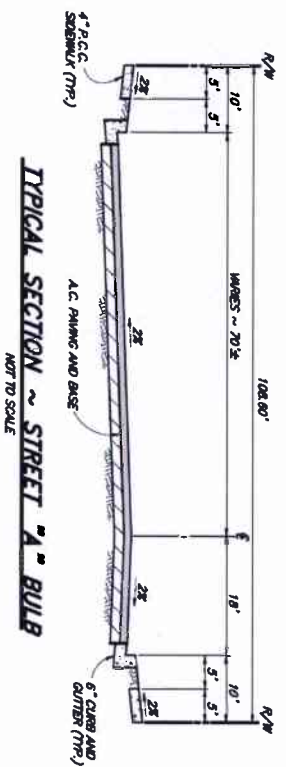
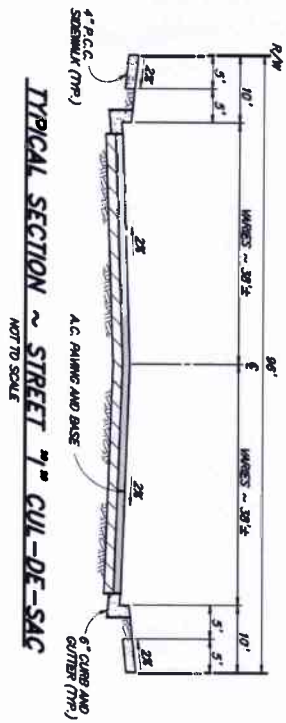


ROADWAY CROSS-SECTIONS - FIGURE II-2a

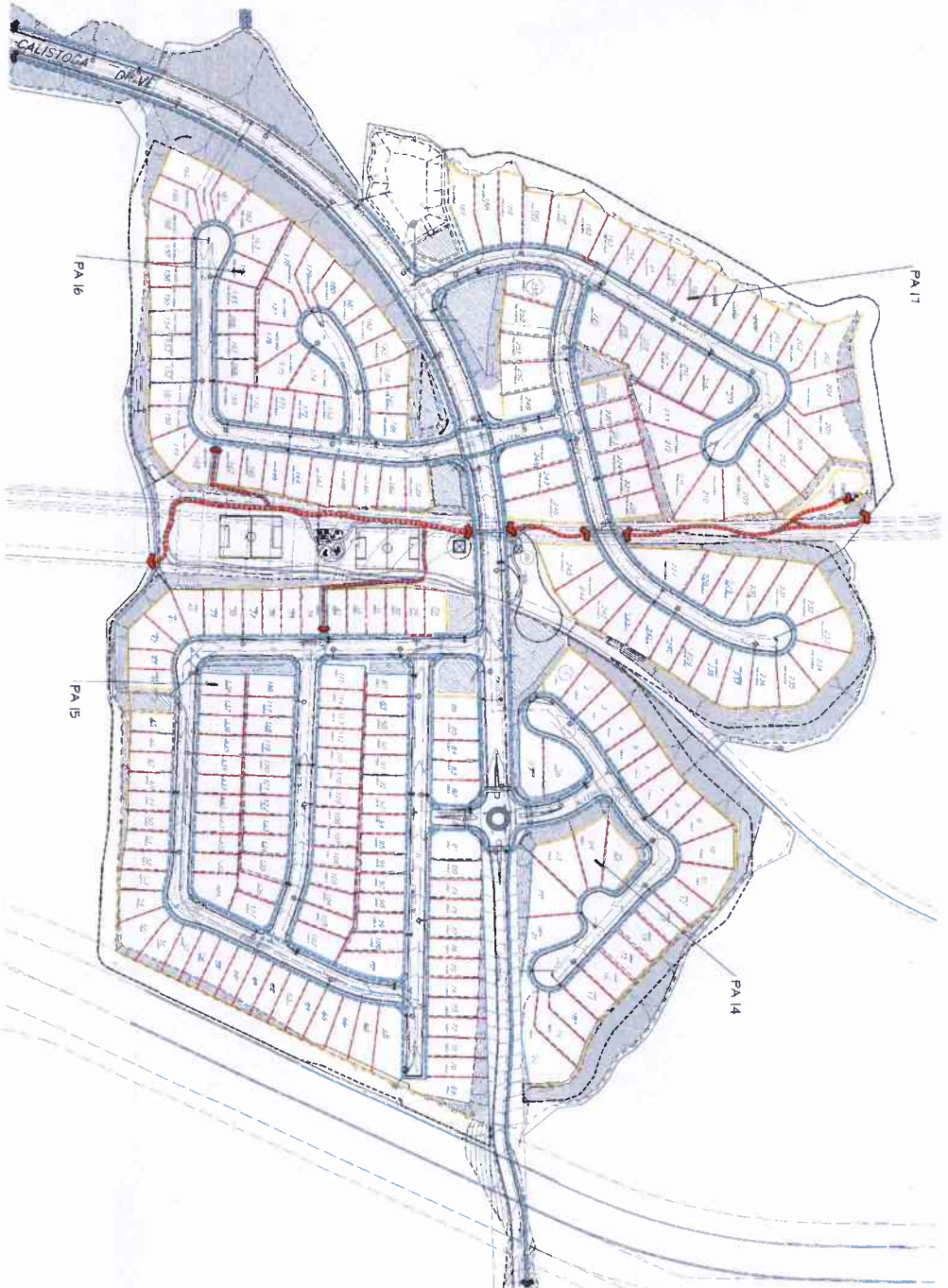
Section II - Specific Plan



Section II - Specific Plan



Section II - Specific Plan



LEGEND

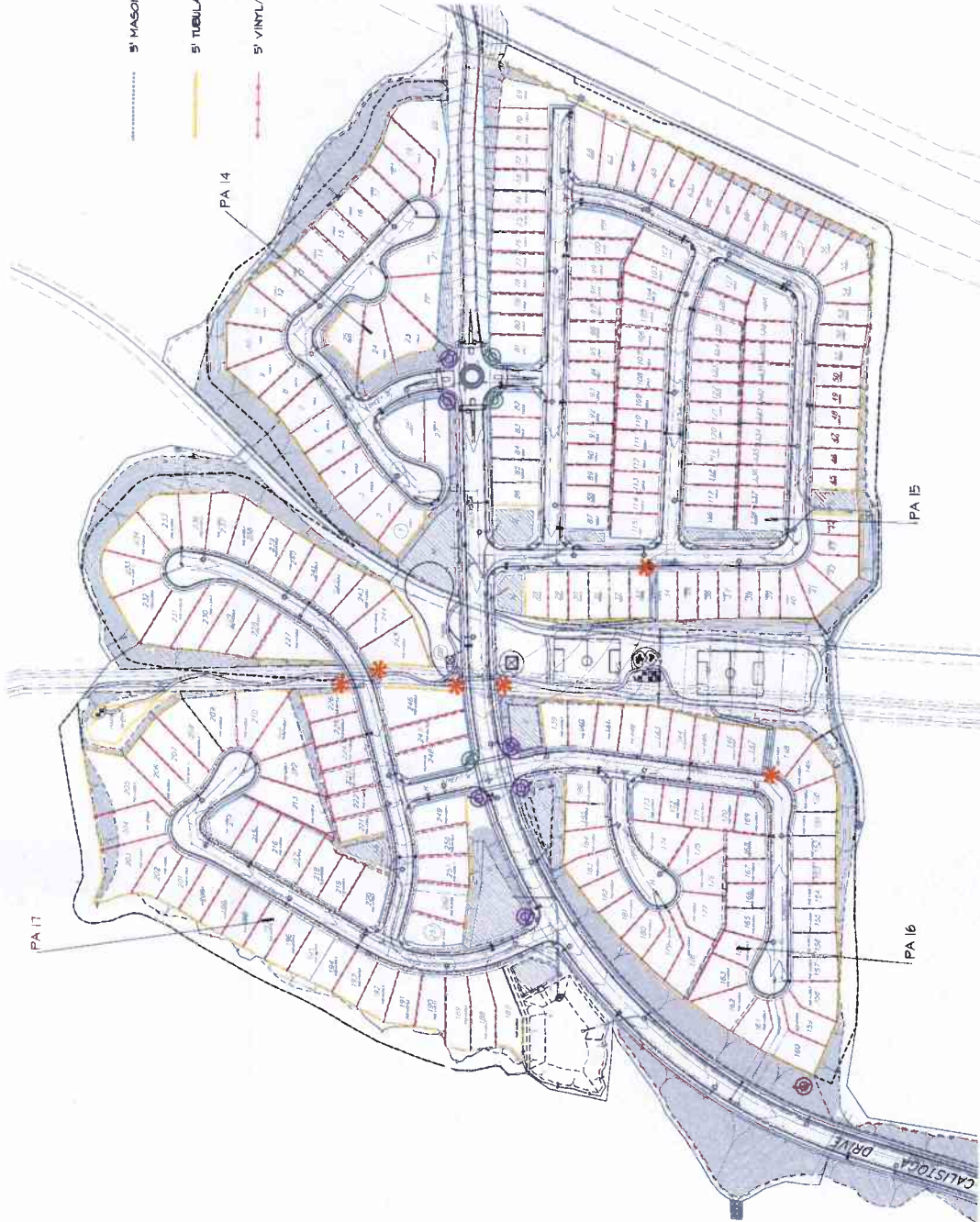
- PEDESTRIAN SIDEWALK
- D.S. PARK PATHWAY



# Section IV: Landscape Design Guidelines

## LEGEND

- 5' MASONRY WALL
- 5' TUBULAR STEEL FENCING
- 5' VINYL/MASONRY INTERIOR FENCING
- FREE STANDING ENTRY MONUMENT
- NON STAND-ALONE ENTRY MONUMENT
- TRAILHEAD/PARK MONUMENTS



RESIDENTIAL WALL AND FENCE PLAN - FIGURE IV-81  
Page IV-146

Section IV: Landscape Design Guidelines



Masonry Wall Examples



Tubular Steel Example



Vinyl Fencing Example

# Section IV: Landscape Design Guidelines



**PLANTING CONCEPT LEGEND**

| SYMBOL         | BOTANICAL NAME                                | COMMON NAME               | SIZE    | MULCHES |
|----------------|---|---------------------------|---------|---------|
| (Green circle) | Pinus Elicrica                                | AFRICAN PINE              | 24" BOX |         |
| (Green circle) | Podocarpus Bracclior                          | PODI PINE                 | 24" BOX |         |
| (Green circle) | Mercena Strydomensis Tree                     | MERCENA STRYDOMENSIS TREE | 24" BOX |         |
| (Green circle) | Sanamoum Camphora                             | CAMPOR TREE               | 24" BOX |         |
| (Green circle) | Lambertonia Fauriei X Indica                  | GRAPE MYRTLE              | 24" BOX |         |
| (Green circle) | Oronotum Confertus                            | BERRANE BOX               | 24" BOX |         |
| (Green circle) | Olea Europaea                                 | FRUITLESS OLIVE           | 24" BOX |         |
| (Green circle) | Lambertonia Fauriei X Indica (B-PANDED)       | GRAPE MYRTLE              | 24" BOX |         |
| (Green circle) | Olea Europaea                                 | FRUITLESS OLIVE           | 24" BOX |         |
| (Green circle) | Platanus Raghosa                              | CALIFORNIA SYCAMORE       | 24" BOX |         |
| (Green circle) | Perimeter Slopes (includes brush measurement) |                           |         |         |
| (Green circle) | Quercus Agrifolia                             | COAST LIVE OAK            | 9 GAL   |         |
| (Green circle) | Platanus Raghosa                              | CALIFORNIA SYCAMORE       | 9 GAL   |         |
| (Green circle) | Interior Slopes                               |                           |         |         |
| (Green circle) | Lambertonia Fauriei X Indica (MULTI-TRUNK)    | GRAPE MYRTLE              | 24" BOX |         |
| (Green circle) | Pinus Elicrica                                | AFRICAN PINE              | 24" BOX |         |
| (Green circle) | Pinus Lanca                                   | AFRICAN SHAG              | 24" BOX |         |

**SHRUBS - CALISTOSA DRIVE AND PARKS**

| SYMBOL         | BOTANICAL NAME   | COMMON NAME          | SIZE  | MULCHES |
|----------------|--|----------------------|-------|---------|
| (Green square) | Carex Divulsa  | BERKELEY SEDGE       | 1 GAL |         |
| (Green square) | Stage of Mulk and Adjacent Slopes                            |                      |       |         |
| (Green square) | Ammodendron Sp   | KANGAROO PIN         | 9 GAL |         |
| (Green square) | Baccharis Pularis 7/11                                       | DRY PINE             | 9 GAL |         |
| (Green square) | Dietes Bicolor   | FOUR-NIGHT LILY      | 1 GAL |         |
| (Green square) | Ecclinum Particum  | ECCLINUM             | 9 GAL |         |
| (Green square) | Leucostemum Tenaxum  | TEXAS PRIVET         | 9 GAL |         |
| (Green square) | Myrsine Parviflora   | PROSPERITY HYDRANGEA | 1 GAL |         |
| (Green square) | Rhampholis 1 1/2   | WHITE INDIA HARTBORN | 9 GAL |         |
| (Green square) | Rosa 1/2   | CEDESS ROSE          | 9 GAL |         |
| (Green square) | Trachelosperum Javanoides                                    | STAR JASMINE         | 1 GAL |         |
| (Green square) | Perimeter Brush Management Slopes and Adjacent to Open Space |                      |       |         |
| (Green square) | Acacia Redolens  | DESERT CARPET        | 1 GAL |         |
| (Green square) | Baccharis P X Coganbena                                      | CAMPORAL BROOM       | 1 GAL |         |
| (Green square) | Heterosiles Aemipolia  | TOTON                | 1 GAL |         |
| (Green square) | Rhus Intercolor A  | LEMONADE BERRY       | 1 GAL |         |
| (Green square) | Salvia Sonchensis  | CRESPING SAGE        | 1 GAL |         |

**SHRUBS - WATER QUALITY BASINS**

| SYMBOL         | BOTANICAL NAME                    | COMMON NAME          | SIZE   | DETAIL |
|----------------|-----------------------------------|----------------------|--------|--------|
| (Green square) | Carex Divulsa                     | BERKELEY SEDGE       | 1 GAL  |        |
| (Green square) | Carex Praegracilis                | WESTERN MEADOW SEDGE | 1 GAL  |        |
| (Green square) | Mulbergia Capillaris              | PINK MUILY           | 1 GAL  |        |
| (Green square) | Vines - Calistoga Drive and Parks |                      |        |        |
| (Green square) | Asplenium Polyanthum              | PINK JASMINE         | 15 GAL |        |
| (Green square) | Glycytoma Callistegodes           | LAUREL TRUMPET VINE  | 15 GAL |        |
| (Green square) | Turf - Active Use Areas of Parks  |                      |        |        |
| (Green square) | MARATHON II                       |                      |        | SOD    |



Section IV: Landscape Design Guidelines



RESIDENTIAL LANDSCAPE CONCEPT - FIGURE IV-41  
Page IV-88

# COMMENT LETTER #1



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

June 22, 2015

Matt Straite  
Riverside County  
4080 Lemon Street, 12th Floor  
P.O. Box 1409  
Riverside, CA 92502-1409

Subject: GPA 01123, Specific Plan No. 265, Amendment No. 1, CZ 07806, and Tentative Tract Map No. 36546  
SCH#: 2014121025

Dear Matt Straite:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 19, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

1 - 1 "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency  
1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**RESPONSES TO COMMENTS  
LETTER #1  
GOVERNORS OFFICE OF PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT**

- 1-1 This is an acknowledgment letter verifying that the State Clearinghouse submitted the Draft EIR to selected state agencies for review, and that one state agency submitted comments through the Clearinghouse by the close of the review period, which occurred on June 22, 2015. The State assigned this project the following tracking number, SCH #2014121025. The Clearinghouse letter is for information only and does not require a formal response.

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2014121025  
**Project Title** GPA 01123, Specific Plan No. 265, Amendment No. 1, CZ 07806, and Tentative Tract Map No. 36546  
**Lead Agency** Riverside County

---

**Type** EIR Draft EIR  
**Description** The proposed Project includes a General Plan Amendment, a Specific Plan Amendment, a Change of Zone and a Tentative Tract Map. These applications are contained within the boundary of the original Specific Plan No. 265, as amended by the current Amendment No. 1 to the Specific Plan. The General Plan Amendment (GPA 01123), Specific Plan No. 265, Amendment No. 1, Change of Zone (CZ 07806) and Tentative Tract Map No. 36546 are described in detail. In addition to these land use entitlements, the County is also processing an application for Disestablishment of an Agricultural Preserve for Murrieta Hot Springs Ag Preserve #14 (AG01029). Collectively, these four applications comprise the "Project" entitlements as depicted in this project description.

---

**Lead Agency Contact**

**Name** Matt Straite  
**Agency** Riverside County  
**Phone** 951 955 8631 **Fax**  
**email**  
**Address** 4080 Lemon Street, 12th Floor  
P.O. Box 1409  
**City** Riverside **State** CA **Zip** 92502-1409

---

**Project Location**

**County** Riverside  
**City** Murrieta  
**Region**  
**Lat / Long** 33° 33' .88" N / 117° 7' 43" W  
**Cross Streets** Leon Road and Promontory Parkway  
**Parcel No.** 958-320-005 & 958-320-006  
**Township** 7S **Range** 2W **Section** 6/7/18 **Base** SBB&M

---

**Proximity to:**

**Highways** SH 79  
**Airports** French Valley  
**Railways**  
**Waterways** Tocalota Creek  
**Schools**  
**Land Use** Specific Plan

---

**Project Issues** Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Aesthetic/Visual

---

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Drinking Water; Regional Water Quality Control Board, Region 9; Native American Heritage Commission

---

**Date Received** 05/06/2015 **Start of Review** 05/06/2015 **End of Review** 06/19/2015

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF AERONAUTICS  
 P. O. BOX 942874, MS-40  
 SACRAMENTO, CA 94274-0001  
 PHONE (916) 654-4959  
 FAX (916) 653-9531  
 TTY 711  
 www.dot.ca.gov

**COMMENT LETTER #2**

*Serious drought.  
 Help save water!*

June 5, 2015

Mr. Matt Straite  
 County of Riverside Planning Department  
 4080 Lemon Street, 12<sup>th</sup> Floor  
 P.O. Box 1409  
 Riverside, CA 92502-1409

Dear Mr. Straite:

Re: Draft Environmental Impact Report for GPA 01123, SP No. 265 Amendment 1, CZ 07806, and TTM36546; SCH# 2014121025

- 2-1 The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.
- 2-2 Some of the comments below are restated as they appeared in our Notice of Preparation (NOP) comment letter for this project because they were not included in the Summary of Responses in the Draft Environmental Impact Report (DEIR).
- 2-3 The proposal is for the French Valley Airport Center General Plan Amendment, Specific Plan 265 Amendment No. 1, Change of Zone 07806, and Tentative Tract Map 36546. Approval of these proposed items entitles the applicant to develop residential and recreational land uses at the project site in addition to the existing land uses that are allowed in the Southwest Area Plan. A residential development is planned at the project site which is located approximately 1,300 feet southeast of the end of Runway 36 at the French Valley Airport.
- 2-4 In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource that should be applied to all public use airports and is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/AirportLandUsePlanningHandbook.pdf>
- 2-5 Due to its proximity to the airport and the airport's traffic pattern, the project site will be subject to aircraft overflights and subsequent aircraft-related noise impacts. Since communities vary greatly in size and character from urban to rural, the level of noise deemed



**RESPONSES TO COMMENTS  
LETTER #2  
CALTRANS (DEPARTMENT OF TRANSPORTATION)  
DIVISION OF AERONAUTICS**

- 2-1 Your comment is noted and will be retained in the project file that is made available to the Riverside County decision-makers prior to a decision on the proposed project.
- 2-2 The County reviewed its file and concluded that it did not receive the letter referenced in this comment. Regardless, the Draft EIR did conduct a review of potential impacts, primarily based on the County's Airport Land Use Commission (ALUC) determination of consistency, which was rendered on September 11, 2014. Based on the ALUC's findings, the proposed project (including TR36546, Tentative Tract Map) was determined to not cause a significant adverse conflict with the existing and future operations at French Valley Airport. A copy of the ALUC's "Minute Order September 11, 2014 Riverside Meeting" is provided as Attachment 1 to these responses. Also, a copy of the pertinent Staff Report is also provided in Attachment 1.
- 2-3 Your comment is noted and will be retained in the project file that is made available to the Riverside County decision-makers prior to a decision on the proposed project. This is an accurate summary of the project, including TR36546.
- 2-4 Your comment is noted and will be retained in the project file that is made available to the Riverside County decision-makers prior to a decision on the proposed project. The Handbook consistency evaluation criteria were utilized in determining consistency as shown in the ALUC Staff report and Minute Order (Attachment 1). The findings in the Draft EIR were derived from the documents contained in Attachment 1.
- 2-5 Your comment is noted and will be retained in the project file that is made available to the Riverside County decision-makers prior to a decision on the proposed project. The volume of overflights and noise (less than 65 dBA CNEL within the developed area of TR36546) were evaluated and as indicated in Attachment1, the proposed residential subdivision (TR36546) was determined to be consistent with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, subject to conditions. These conditions (referenced on pages 3 and 4 of the Minute Order, Attachment 1 of this document) will be made conditions of approval for the proposed project.

Mr. Matt Straite

June 5, 2015

Page 2

2-5

cont. acceptable in one community is not necessarily the same for another community.

2-6

In accordance with California Public Utilities Code (PUC) Section 21676 *et seq.*, prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission (ALUC), the local agency shall first refer the proposed action to the ALUC. The ALUC's determination of this project's consistency or inconsistency with the French Valley Airport Land Use Compatibility Plan should be included in the Final Environmental Impact Report (FEIR).

In addition to submitting the proposal to the ALUC, it should also be coordinated with airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

2-7

As stated in the DEIR, the County of Riverside (County) received a number of written comments in response to the circulated NOP which had a 30-day review period late last year. In section 2.2.1 of the DEIR the County provides a summary of the nine letter responses it received from various interested agencies. The Division also provided written comments to the County in response to the NOP that should have been included in the DEIR summary of responses. Since they were not included, the County's consideration of the comments was not disclosed to the public in the DEIR. Lead agencies are required to address input and concerns from interested agencies and the public when preparing environmental documents. Our NOP comment letter is enclosed for your consideration.

2-8

On pages 2-9 and 2-10 of the DEIR summary of NOP responses, it states that no comments were received for the topics Hazards and Hazardous Materials and Noise. The Division's NOP letter did provide comments specific to these topics. Our comments were also specific to the Land Use and Planning topic but there was no response to them in the summary. The County should correct the public record on these topics.

2-9

PUC Section 21659 prohibits structural hazards near airports. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). Form 7460-1 is available on-line at <https://oaaaa.faa.gov/oaaaa/external/portal.jsp> and should be submitted electronically to the FAA.

2-10

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at <http://www.leginfo.ca.gov/calaw.html>. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

2-11

In accordance with Section 15088 of the CEQA Guidelines, we look forward to reviewing the FEIR and its response to comments before this proposed project is approved.

These comments reflect the areas of concern to the Division with respect to airport-related noise,

- 2-6 Please refer to response to comment 2-2. This project was reviewed by the Riverside County ALUC in September 2015 and determined to be consistent with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.
- 2-7 The NOP comment letter was reviewed and the responses provided in this document appear to adequately respond to both that letter and this comment letter.
- 2-8 Your comment is noted and will be retained in the project file that is made available to the Riverside County decision-makers prior to a decision on the proposed project. The Final EIR contains both the original NOP comment letter, the Division's June 5, 2015 letter, these responses and Attachment 1 of these responses. All of these components become part of the Final EIR.
- 2-9 The potential for the proposed project to interfere with navigable airspace was considered and this proposed project does not pose any conflicts. This issue will again be reviewed by the ALUC if it approved by the County Board of Supervisors to verify consistency. This is one of the conditions of approval of the ALUC's Minute Record. If required a Part 77 review will be completed at that time, but as noted, to date no potential for conflicts with navigable airspace has been identified.
- 2-10 Notification of future buyers within TR36546 is required by the ALUC conditions and has been carried forward into the FEIR as mitigation measure 4.7-2. A copy of a standard notice approved by the County is provided in Attachment 1. A comparable notice will be provided to future residents of TR36546.
- 2-11 Your comment is noted and will be retained in the project file that is made available to the Riverside County decision-makers prior to a decision on the proposed project.


Mr. Matt Straite  
June 5, 2015  
Page 3

2-11  
cont.

safety, and regional land use planning issues. We advise you to contact our District 8 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please contact me at (916) 654-6223, or by email at [philip.crimmins@dot.ca.gov](mailto:philip.crimmins@dot.ca.gov).

Sincerely,



PHILIP CRIMMINS  
Aviation Environmental Specialist

Enclosure: Notice of Preparation comment letter, December 26, 2014

c: State Clearinghouse, Riverside County ALUC, French Valley Airport

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF AERONAUTICS  
P. O. BOX 942874, MS-40  
SACRAMENTO, CA 94274-0001  
PHONE (916) 654-4959  
FAX (916) 653-9531  
TTY 711  
www.dot.ca.gov



*Serious drought.  
Help save water!*

December 26, 2014

Mr. Matt Straite  
Riverside County  
4080 Lemon Street, 12<sup>th</sup> Floor  
P.O. Box 1409  
Riverside, CA 92502-1409

Dear Mr. Straite:

Re: Notice of Preparation for GPA 01123, SP No. 265 Amendment 1, CZ 07806, and  
TTM36546; SCH# 2014121025

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

The proposed project is for amendments to the Riverside County general plan and a specific plan, plus zone changes and a tentative tract map. The project site nearly completely surrounds the French Valley Airport with some parcels contiguous to the airport boundary.

In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan (ALUCP) boundaries or if such a plan has not been adopted, within two miles of an airport. The whole project site is within the French Valley Airport safety zones as defined in the Handbook. The Handbook is available on-line at:  
<http://www.dot.ca.gov/hq/planning/aeronaut/documents/AirportLandUsePlanningHandbook.pdf>

Due to its proximity to the airport and the airport's traffic pattern, the project site will be subject to aircraft overflights and possible aircraft-related noise impacts. Since communities vary greatly in size and character from urban to rural, the level of noise deemed acceptable in one community is not necessarily the same for another community.

In accordance with California Public Utilities Code (PUC) Section 21676 *et seq.*, prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission (ALUC), the local agency shall first refer the proposed action to the ALUC.

If the ALUC determines that the proposed action is inconsistent with the ALUCP, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the ALUC by a two-thirds vote of its governing body after it makes specific findings. At least 45 days prior to the decision to overrule the ALUC, the local agency's governing body shall provide to the ALUC and the Division a copy of the proposed decision and findings. The Division reviews and comments on the specific findings a local government intends to use when proposing to overrule an ALUC.

In addition to submitting the proposal to the ALUC, it should also be coordinated with French Valley Airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

There are inaccuracies in a), b), and c) of the Findings of Fact analysis under the heading 23. Airports, that should be corrected in order to properly study the project's potential environmental impacts in the Draft Environmental Impact Report (DEIR). Each of these findings currently state that no additional analysis is required in the DEIR but after applying corrections per the points below, these findings will require additional analysis. The points below will help to correct the project's Initial Study analysis that appears on pages 38 and 39 of EA 42617.

- a): The project site is located within the French Valley Airport influence area and the compatibility zones of both the Riverside County Airport Land Use Compatibility Plan (ALUCP) and the safety zones based on the Handbook guidance. The proposed project would be measured for consistency with these plans, not the French Valley Airport Master Plan.
- b): State law requires that this project be reviewed by the Riverside County Airport Land Use Commission as referenced above, but here again, the project will or will not be consistent with the ALUCP, not the airport master plan.
- c): Aircraft *will* fly over the project site, not as a "random" occurrence, but by design. The published traffic pattern for aircraft in-bound to French Valley Airport is on the east side of runway 18/36. The traffic pattern is where pilots are directed to fly. The residential portion of this project is also under the right-traffic pattern approaching runway 36.
- a), b) and c): Contrary to the last sentence in each of these findings, additional accurate analysis will be required in the Draft EIR.

California Public Utilities Code Section 21659 prohibits structural hazards near airports. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). Form 7460-1 is available on-line at <https://oaaaa.faa.gov/oaaaa/external/portal.jsp> and should be submitted electronically to the FAA.

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at <http://www.leginfo.ca.gov/calaw.html>. Any person who intends to offer subdivided

Mr. Matt Straite  
December 26, 2014  
Page 3

lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 8 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please contact me at (916) 654-6223, or by email at [philip.crimmins@dot.ca.gov](mailto:philip.crimmins@dot.ca.gov).

Sincerely,

*Original Signed by*

PHILIP CRIMMINS  
Aviation Environmental Specialist

c: State Clearinghouse, Riverside County ALUC, French Valley Airport

## COMMENT LETTER #3



Anthony A. Klecha  
Team Lead, Planning & Project Support

Southern California Gas Company  
GT17E2  
555 W. 5<sup>th</sup> Street  
Los Angeles, CA 90013  
Tel: (213) 244-4339  
aklecha@semprautilities.com

June 8, 2015

Sent via Email

Matt Straite  
Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
P.O. Box 1409  
Riverside, CA 92502-1409

**Re: Draft Environmental Impact Report No.: 540, General Plan Amendment No. 01123, Specific Plan No. 265, Amendment No. 1, Change of Zone No. 07806 and Tentative Tract Map No. 36546**

Dear Mr. Straite:

Southern California Gas Company (SoCalGas) appreciates the opportunity to review and respond to the subject Draft Environmental Impact Report. SoCalGas understands that the proposed project would involve the development of a medium-density subdivision with 271 residential units and support structures. SoCalGas respectfully requests that the following comments be considered prior to project approval:

3-1

- SoCalGas has existing high pressure natural gas transmission lines and distribution lines that traverse the project site. SoCalGas recommends that the project proponent call Underground Service Alert at 811 at least two business days prior to performing any excavation work for the proposed project. Underground Service Alert will coordinate with SoCalGas and other utility owners in the area to mark the locations of buried utility-owned lines.

3-2

- Should it be determined that the proposed project may require SoCalGas to abandon and/or relocate or otherwise modify any portion of its existing natural gas lines, SoCalGas respectfully requests that the County and/or the project proponent coordinate with us by calling (800) 427-2000 to follow-up on this matter. In addition, any potential impacts associated with this work should be appropriately considered and addressed prior to certification of the Final EIR.

Once again, we appreciate the opportunity to comment on the proposed project. If you have any questions, please feel free to contact me at (213) 244-4339 or [aklecha@semprautilities.com](mailto:aklecha@semprautilities.com).

Sincerely,

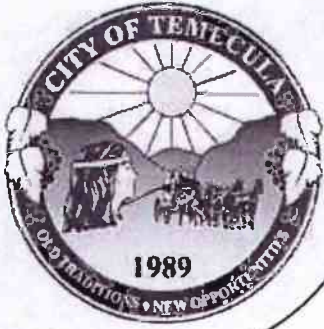
Anthony A. Klecha  
Southern California Gas Company

cc: Rosalyn Squires



**RESPONSES TO COMMENTS  
LETTER #3  
SOUTHERN CALIFORNIA GAS**

- 3-1 Your comment is noted and will be retained in the project file that is made available to the District decision-makers prior to a decision on the proposed project. The requirement to contact Underground Service Alert will be included as a condition of approval for the proposed project.
- 3-2 Your comment is noted and will be retained in the project file that is made available to the District decision-makers prior to a decision on the proposed project. The project developer has no intention of requesting SoCalGas to abandon, relocate or abandon any existing natural gas lines. However, to ensure that the project is responsive to this concern, a condition of approval will be included for the proposed project to make such contact.



## COMMENT LETTER #4

# City of Temecula

### Community Development

41000 Main Street • Temecula, CA 92590

Phone (951) 694-6400 • Fax (951) 694-6477 • [www.cityoftemecula.org](http://www.cityoftemecula.org)

June 10, 2015

Mr. Matt Straite, Project Planner  
Riverside County Planning Department  
P.O. Box 1409  
Riverside, CA 92502-1409

**SUBJECT: Comments Regarding Draft Environmental Impact Report No. 540, GPA 0113, SP 265 Amendment No. 1, CZ 07806, and TTM36546**

Dear Mr. Straite:

4-1 Thank you for the opportunity to comment on Draft Environmental Impact Report No. 540. The proposed project is located within the City's Sphere of Influence; as such, the City of Temecula Department reviews proposed projects to determine if there may be potential impacts or concerns the City may have regarding the project.

The City submitted a comment letter, dated December 10, 2014, requesting a traffic analysis, realistic improvement proposals, and "fair share" contribution for proposed mitigation measures. A copy of the original letter is attached in this packet.

4-2 At this time, the City of Temecula does not believe that our original comment letter has been adequately addressed in the Draft Environmental Impact Report. The attached memorandum from our Public Works Department details several items that are not addressed, missing, and/or incorrect.

Thank you again for the opportunity to respond to this project. If you have any questions regarding this subject please contact me by telephone at (951) 506-5142 or by email at [brandon.rabidou@cityoftemecula.org](mailto:brandon.rabidou@cityoftemecula.org).

Sincerely,



Brandon Rabidou  
Assistant Planner

cc: Luke Watson, Interim Director of Community Development  
Stuart Fisk, Senior Planner

**RESPONSES TO COMMENTS  
LETTER #4  
CITY OF TEMECULA**

- 4-1 Your comment is noted and will be retained in the project file that is made available to the District decision-makers prior to a decision on the proposed project. A copy of NOP comment letter was summarized in Chapter 2 of the Draft EIR (DEIR) and the concerns were addressed in detail in Chapter 4.8 of the DEIR and in Appendix 5 of Volume 2 of the DEIR.
- 4-2 Your comment is noted and will be retained in the project file that is made available to the District decision-makers prior to a decision on the proposed project. The County understands the City's position, and concludes that the responses to specific issues raised in subsequent comments, in conjunction with the DEIR, fully address the concerns of the City of Temecula.
-



## MEMORANDUM

TO: Brandon Rabidou, Assistant Planner  
FROM: Tom Garcia, Director of Public Works/City Engineer  
DATE: June 10, 2015  
SUBJECT: Draft Environmental Impact Report No. 540, GPA 01123, SP 265-  
Amendment No.1, CZ 07806, TTM36546

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Prepared By: Jerry Gonzalez, Associate Engineer – Traffic

The Draft Environmental Impact Report prepared by Tom Dodson & Associates dated May 2015, indicates the proposed project is located on Calistoga Drive north of Murrieta Hot Springs Road and west of Pourroy Road in the County of Riverside. The proposed project consists of 271 single family dwelling units, which is expected to generate approximately two thousand six hundred and seventy-five (2,675) vehicle trips per day with two hundred ten (210) AM peak hour trips and two hundred eighty-one (281) PM peak hour trips. The Traffic Impact Analysis performed for the development evaluated Level of Service (LOS) at the following eight (8) intersections deemed to be within the proposed project's study area.

- Calistoga Drive at Murrieta Hot Springs Road (County)
- Sky Canyon Drive at Murrieta Hot Springs Road (County)
- Winchester Road at Murrieta Hot Springs Road (County/Murrieta)
- Winchester Road at Technology Drive (County/Murrieta)
- Winchester Road at Willows Avenue (County/Temecula)
- Winchester Road at Nicolas Road (Temecula)
- Winchester Road at Margarita Road (Temecula)
- Margarita Road at Murrieta Hot Springs Road (Murrieta)

In order to deem the Environmental Impact Report (EIR) complete and ready for the City's acceptance, the items shown on the attached spread sheet, "Draft EIR No. 540 Comments" will need to be addressed.

If you have any questions, please contact Jerry Gonzalez, Associate Engineer – Traffic, or me.

Attachments

CC: Annie Bostre-Le, Special Projects Engineer

4-3 Your comment is noted and will be retained in the project file that is made available to the District decision-makers prior to a decision on the proposed project. Responses to the comments shown on the spread sheet are addressed in the subsequent responses.

Draft EIR No. 540 - Comments

| Item # | Chapter | Section | Sub-Section | Page/Paragraph                            | Comment  |
|--------|---------|---------|-------------|---|--|
| 4-4    | 1       | 1.1     | -           | Page 1-1 Project Background               | Please clarify the following as shown on attached document:<br><ul style="list-style-type: none"> <li>TIA for project indicates 281 units, what is the correct number of units?</li> </ul>   |
| 4-5    | 1       | 1.3     | -           | Page 1-3 Project Objectives               | Please revise the following as shown on attached document:<br><ul style="list-style-type: none"> <li>Same as Item #1.</li> </ul>   |
| 4-6    | 1       | 1.5     | -           | Page 1-6 Impacts                          | Please revise the following as shown on attached document:<br><ul style="list-style-type: none"> <li>Based on LOS analysis there are significant impacts that cannot be mitigated due to lack of Right-of-Way. Revise statement</li> </ul>   |
| 4-7    | 1       | 1.7     | -           | Page 1-19 Table 1.5-1                     | Please revise the mitigation measures as shown on attached document.   |
| 4-8    | 2       | 2.2     | 2.2.1       | Page 2-7 Summary of Responses to NOP      | Please revise the following as shown on attached document:<br><ul style="list-style-type: none"> <li>Clarify statement regarding improvements.</li> <li>City's comments documented in letter of December 10, 2014 have not been addressed. Please address or provide assumptions that support the omission.</li> </ul> |
| 4-9    | 2       | 2.2     | 2.2.1       | Page 2-11 Transportation/Traffic          | Please revise the following as shown on attached document:<br><ul style="list-style-type: none"> <li>Same as Item #5.</li> </ul>   |
| 4-10   | 4       | 4.8     | 4.8.1       | Page 4-149 Introduction Comment Letter #7 | Please revise the following as shown on attached document:<br><ul style="list-style-type: none"> <li>Same as Item #5.</li> </ul>   |
| 4-11   | 4       | 4.8     | 4.8.2.3     | Page 4-150 Table 4.8-1                    | Please revise the following as shown on attached document:<br><ul style="list-style-type: none"> <li>City's letter requested the evaluation of additional intersections and roadways, which were not addressed in the TIA. Please address or provide assumptions that support the omission.</li> </ul>                 |
| 4-12   | 4       | 4.8     | 4.8.4.1     | Page 4-157 Table 4.8-2                    | Please revise the following as shown on attached document:<br><ul style="list-style-type: none"> <li>Intersections 5, 6, and 7 -- is this with or without CK and FV connections?</li> <li>Table should include intersections that were requested by City of Temecula (Letter of 12/10/14).</li> </ul>                  |
| 4-13   | 4       | 4.8     | 4.8.4.1     | Page 4-159 Table 4.8-4                    | Please revise the following as shown on attached document:<br><ul style="list-style-type: none"> <li>Table is missing additional developments in Temecula within the project area. See Figure 4.8-4.</li> </ul>  |
| 4-14   | 4       | 4.8     | 4.8.4.4     | Page 4-161 Table 4.8-5                    | Please revise the following as shown on attached document:<br><ul style="list-style-type: none"> <li>Intersections 5, 6, and 7 -- is this with or without CK and FV connections?</li> <li>Intersection 7 -- mitigation improvements identified may not be feasible due to right-of-way constraints.</li> </ul>         |

- 4-4 Subsequent to issuance of the NOP, the tract map (TR36546) was slightly revised and the actual number of residential lots was reduced from 281 to 271 units. The TIA was completed prior to the final lot count. Since this change constituted a reduction of the overall number of units, it was concluded that the TIA impact forecast would be conservative and still valid.
- 4-5 Refer to response to comment 4-4
- 4-6 Based on a review of this comment, the City and applicant's traffic engineer met and made some revisions in trip distribution. As a result of this revision, TR36546 no longer generates a sufficient number of trips at the intersection of concern to have an adverse impact. This conclusion is documented in a supplement to the DEIR TIA the verifies this conclusion.
- 4-7 At this time the mitigation measures will be retained in their present condition.
- 4-8 The following text on page 2-7 was accidentally deleted from the DEIR: "Future street improvements should be considered *realistic given the limited right-of-way and should provide the project's "fair share" contribution for the proposed mitigation measures.*" Regarding the remaining comments raised by the City, please refer to specific comments that address each of the issues raised.
- 4-9 Please refer to responses to comments 4-1 and 4-8.
- 4-10 Please refer to responses to comments 4-1 and 4-8.
- 4-11 The study intersections were selected based on the criteria of where a minimum of 50 of the project peak hour trips would affect intersections of roadways with a classification of collector or higher. Based on the project's trip generation and distribution assumptions, the intersections listed below would fall below the 50 trip criterion:
- Winchester/I-15 Ramps
  - Winchester/Ynez
  - Murrieta Hot Springs/Pourroy
  - Butterfield Stage/MHSR
  - Butterfield Stage/Calle Chapos
  - Butterfield Stage/Rancho California
  - Butterfield Stage/Temecula Parkway
  - Rancho California/Margarita
  - Rancho California/Ynez
  - Rancho California/I-15 Ramps

Thus, these intersections were considered in the TIA, but based on the criterion, were not given further consideration based on this threshold criterion.

- 4-12 Table 4.8-2 summarizes the Existing Plus Project intersection operations during the AM and PM peak hour. It also includes the operational analysis for conditions with and without the Clinton Keith and French Valley Connections (as noted in the table). It is anticipated that with or without the connections some of the intersections will remain unaffected, such as the intersection of Calistoga/MHSR. This finding applies to questions concerning other tables (4.8-4, 4.8-5, etc.) referenced by the City in its comments. Therefore, these tables will not be revised to include the additional intersections requested by the City.
- 4-13 The City of Temecula was contacted at the initiation of the traffic study to obtain a list of cumulative projects that should be included in the study. At that time Roripaugh Ranch was the only project identified by the City. The 81-unit development, with one-acre park, was only identified by the City in these comments. Therefore, it was not included in the traffic study. This is consistent with the establishment of the scope of a DEIR based on the input received at the time the Notice of Preparation (Section 15082, State CEQA Guidelines) is issued.
- 4-14 Please refer to response to comment 4-12. Regarding Intersection 7 the traffic engineer concluded that although difficult, improvements at this intersection are feasible.



|      |    |   |     |         |  |  |
|------|----|---|-----|---------|--|--|
| 4-15 | 12 | 4 | 4.8 | 4.8.4.4 | Page 4-163 Table 4.8-6                           | <p>Please revise the following as shown on attached document:</p> <ul style="list-style-type: none"> <li>• Same as Item #11.</li> </ul>  |
| 4-16 | 13 | 4 | 4.8 | 4.8.4.4 | Page 4-165 Top of Page<br>Bullet Points 1-3      | <p>Please revise the following as shown on attached document:</p> <ul style="list-style-type: none"> <li>• Same as Item #11.</li> </ul>  |
| 4-17 | 14 | 4 | 4.8 | 4.8.4.4 | Page 4-166 Top of Page<br>Bullet Points 1-3      | <p>Please revise the following as shown on attached document:</p> <ul style="list-style-type: none"> <li>• Same as Item #11</li> </ul>   |
| 4-18 | 15 | 4 | 4.8 | 4.8.4.4 | Page 4-167 Table 4.8-7                           | <p>Please revise the following as shown on attached document:</p> <ul style="list-style-type: none"> <li>• Why was Long Range Plan used for comparison? Long Range Plan was not analyzed.</li> <li>• Address direct project impacts to intersections 5, 6, and 7.</li> <li>• Why was E+P not used to calculate project impacts to intersections? Impacts occur at E+P conditions.</li> </ul> |
| 4-19 | 16 | 4 | 4.8 | 4.8.6   | 4-170 Second and Third<br>Paragraph              | <p>Please revise the following as shown on attached document:</p> <ul style="list-style-type: none"> <li>• Are proposed mitigation measures actually included in TUMF? These are widening projects above and beyond roadway General Plan cross-sections.</li> <li>• Is there available funding for these projects?</li> </ul>  |
| 4-20 | 17 | 4 | 4.8 | 4.8.7   | Page 4-171                                       | <p>Please revise the following as shown on attached document:</p> <ul style="list-style-type: none"> <li>• How are the impacts shown considered less than significant or adverse to circulation system?</li> <li>• Proposed mitigation improvements are not feasible.</li> <li>• Please address or provide assumptions that support this statement.</li> </ul>                               |
| 4-21 | 18 | 4 | 4.8 | -       | Figure 4.8-2 Project Only<br>Traffic Volumes     | <p>Please revise the following as shown on attached document:</p> <ul style="list-style-type: none"> <li>• Include missing intersections as requested on 12/10/14 or provide assumptions that support the exclusion of the intersections.</li> </ul>   |
| 4-22 | 19 | 4 | 4.8 | -       | Figure 4.8-4 Cumulative<br>Projects Location Map | <p>Please revise the following as shown on attached document:</p> <ul style="list-style-type: none"> <li>• Add missing project.</li> </ul>   |

- 4-15 Please refer to response 4-11.
- 4-16 Please refer to response 4-11.
- 4-17 Please refer to response 4-11.
- 4-18 Table 4.8-7 provides a fair share contribution percentage for the project's impacts to the impacted intersections. It utilizes the long range forecasts and subtracts the existing volumes from the equation to identify future cumulative traffic. The project's impacts are determined based on these determined cumulative conditions. By utilizing E+P conditions, rather than the long range conditions, an overestimation of the project's impacts would occur if only minimal other developments were included. It should be noted that the methodology used in the traffic study is consistent with the approach identified in the Caltrans Guide for Preparation of Traffic Impact Studies. The intersection operations are identified for E+P, E+A+P and E+A+P+C conditions per the County of Riverside's guidelines. The project's impacts are identified for E+A+P conditions which are consistent with the County's approach in identifying direct project impacts.
- 4-19 This question appears to go beyond the scope of evaluation in the TIA and DEIR. It is assumed that fair share participation (through TUMF, DIF or other means) in an improvement needed to meet an acceptable level of service will be required by both the County and affected city(ies). Mitigation has been defined and the proposed project must contribute its fair share to each of the requisite mitigation solutions. This document relies on Section 15130(a) of the State CEQA Guidelines which in essence states that payment of fair share fees for cumulative contributions can be presumed to provide adequate mitigation for a specific project.
- 4-20 As indicated in the preceding responses to comments, 4-11 through 4-19, the DEIR, supported by the TIA for the project, concluded that all intersection impacts can be mitigated to a less than significant level. Please refer to response to comment 4-6 for further substantiation. The detailed assumptions can be found in the TIA and summarized in the DEIR, Chapter 4.8.
- 4-21 Please refer to response 4-11.
- 4-22 Please refer to response 4-13.

## CHAPTER 1 – EXECUTIVE SUMMARY

This Executive Summary for the Specific Plan 265, Amendment 1 (SP 265 A1) Project (General Plan Amendment (GPA) No. 01123; SP 265 A1; Change of Zone (CZ) 07806; Tentative Tract Map (TTM) 36546; and Disestablishment of the Murrieta Hot Springs Agricultural Preserve #14 (AG 01029) (the proposed Project)) Draft Environmental Impact Report (DEIR) summarizes the environmental effects that are forecast to occur from implementation of the proposed Project. It also contains a summary of the Project background, Project objectives, and Project description. A table summarizing environmental impacts, mitigation measures, and mitigation responsibility for the potentially significant impacts evaluated in this document is included at the end of this Executive Summary.

### 1.1 PROJECT BACKGROUND

*TIA indicates 281 units.  
What is the correct number?*

Cornerstone Communities (Project proponent) proposes to process the above referenced entitlement actions through ~~Riverside County~~ in order to develop TTM 36546 which is a medium-density subdivision with 271 residential units and support infrastructure. The proposed GPA would revise the Land Use Designations as follows: (1) specifically for Assessor's Parcel 957-320-007, SP No. 265 would be revised to change the Rancho California Water District water tank site from Restricted Light Industrial and Open Space to Community Development, Public Facilities (CD:PF); and (2) for Parcels 957-320-018 and 957-320-014, which were part of an EDA sponsored runway extension, from Industrial Park and Restricted Light Industrial on SP No. 265 to Community Development, Public Facilities (CD:PF).

The proposed SP 265, A1 would revise the Specific Plan as follows: (1) the parcel containing the Rancho California Water District reservoir will be removed from the SP; and (2) the area containing the extended runway will also be removed from the SP. In addition to these two changes in the amended Specific Plan the following changes will also occur if SP 265, A1 is approved: residential and recreational uses will be allowed in the southeasterly portion of the Plan area; and the SP Circulation Plan will be revised.

CZ 07806 includes three zoning modifications: (1) revise the Specific Plan Zoning Ordinance as it pertains to the renumbering of all Planning Area, the addition of new Planning Areas 14, 15, 16, 17, 19, 21 and 22 (related to TTM 36546), and the deletion of old Planning Areas 6.2, 10.0, 20.0, and 33.0 (PA's 10.0, 20.0 and 33.0 are now in the City of Murrieta); (2) revise the entire Specific Plan boundary to accommodate the runway extension to the French Valley Airport, delete the Rancho California Water District tank site from the Specific Plan Boundary (portion of PA's 6.0 and 32.0), and remove a portion of the Specific Plan that is now in the City of Murrieta (PA's 10.0, 20.0 and 33.0); and 3) to formalize the boundaries for all Planning Areas.

Tentative Tract Map No. 36546 (TTM 36546) (Figure 2.1-5, *Tentative Tract Map No. 36546*) proposes a subdivision of 161.8 acres into 271 residential lots and 37 lettered lots, 13 of which are for public streets, 10 for water quality basins, 8 designated as HOA, 2 are designated for open space, and 4 designated for parks. Appendix 1 of the Environmental Assessment includes the detailed TTM and Engineering Drawings. The density of TTM 36546 is 1.67 dwelling units/acre.

general public of the potential environmental effects, including any significant impacts that may be caused by implementing the proposed Project. Possible ways to minimize significant effects of the proposed Project and reasonable alternatives to the Project are also identified in this DEIR.

This document assesses the impacts, including unavoidable adverse impacts and cumulative impacts, related to the construction and operation of the proposed Project, with focus on TTM 36546. This DEIR is also intended to support the permitting process of all agencies from which discretionary approvals must be obtained for particular elements of this Project. Other agency approvals (if required) for which this environmental document may be utilized include:

- Local jurisdiction Encroachment Permits (e.g., roadway improvements within the City of Temecula or the City of Murrieta);
- Filing of a Notice of Intent with the State for a Construction Activity General Permit;
- Eastern Municipal Water District extension of services and commitment to serve;
- Acquisition of regulatory permits to disturb waters of the United States and State of California from the U.S. Army Corps of Engineers; San Diego Regional Water Quality Control Board; and California Department of Fish and Wildlife; and
- Transfer of approximately 64 acres into permanent conservation with the Riverside County Conservation Authority.

### **1.3 PROJECT OBJECTIVES**

The proposed Project consists of several minor actions to update the General Plan, Specific Plan Zoning, disestablish an Agricultural Preserve that no longer has any land under contract, and to authorize a residential subdivision (TTM 36546) with 271 residential units; onsite infrastructure to support these residences; parks to meet Project specific needs; and offsite infrastructure to support the proposed Project. The following represent the proposed Project's objectives:

The project is being developed by Cornerstone Communities under the jurisdiction of the County of Riverside. The following objectives were established for SP 265 and have been modified for SP 265, A1:

- Provide clear direction to decision makers regarding the 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 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;

impacts can be controlled to less than significant levels with im  
mitigation.

*Based on LOS  
analysis there are  
significant impacts  
that cannot be  
mitigated due to  
lack of ROW. See  
comments in T/T  
section of EIR.*

**Transportation/Traffic:** Transportation/Traffic impacts caused by  
evaluated in Subchapter 4.8 of this DEIR. The findings in Subchap  
on the Traffic technical study provided as Appendix 5 in Volume 2, T  
DEIR. According to the analysis presented in Subchapter 4.8, w  
conditions, and incorporation of mitigation measures, the propose  
established thresholds related to transportation/traffic. The thresholds have been established to  
address Project-specific impacts, as well as their contribution to cumulative impacts. Since the  
Project impact fall below the established thresholds, project specific and cumulative impacts will  
remain less than significant. Thus, no unavoidable significant adverse traffic or circulation  
system impacts will result from implementing the proposed Project.

**The proposed Project could result in significant impacts to the following environmental issues: Land Use/Planning and Greenhouse Gases based on the facts, analysis and findings in this DEIR.**

**Land Use and Planning:** Land Use and Planning issues are evaluated in Subchapter 4.5 of this DEIR. The findings in Subchapter 4.6 are based primarily on the analysis of County and regional policies and potential land use conflicts provided in Subchapter 4.6. Development of the Project will result in change of the land uses and planning designations of the general Project area. Approval of the Project will cause an intensification of development greater than that which presently occurs on the site, as the site is currently vacant. It should be noted that the site currently has commercial, industrial and open space designations, and an industrial parcel map has been approved for the TTM 36546 site.

Implementation of the Project will also result in cumulative impacts to the existing zoning; however, the Project will be consistent with the proposed zoning with the approval of the Project's General Plan Amendment (GPA), Change of Zone (CZ) and Specific Plan (SP) and will not be considered cumulative for the reasons discussed above. Regardless, the proposed Project continues a cumulative pattern of development within the Southwest Area Plan planning area of low density, suburban development. Aspects of this proposed Project are consistent with regional RTP/SCS objectives and policies, but the proposed Project continues a pattern of development that has significant conflicts with key regional policies related to sustainable communities. This is considered a cumulatively considerable adverse impact of the Project. Based on the data and analysis presented in this subchapter, implementation of the Project will not cause significant adverse land use and planning impacts to these community characteristics, but the cumulative contribution to conflicts with regional policies is considered an unavoidable significant adverse impact of the proposed Project.

**Greenhouse Gases/Climate Change:** Greenhouse Gases/Climate Change (GHG) impacts caused by the proposed Project are evaluated in Subchapter 4.5 of this DEIR. The findings in Subchapter 4.5 are based primarily on the Air Quality/GHG technical study provided as Appendix 1 in Volume 2, Technical Appendices of this DEIR. However, the proposed Project may contribute to global climate change by its incremental contribution of greenhouse gasses. With implementation of the recommended mitigation measures identified in Section 4.2.5 of the Air Quality Section, the proposed Project would not fully reduce GHG emissions by 30% or

| Impact Description  | Impact After Mitigation   |
|---|---|
| <p>Noise emissions from the proposed Project are evaluated in Subchapter 4.7 of this DEIR. The findings in Subchapter 4.7 are based primarily on the Noise technical study provided as Appendix 4 in Volume 2, Technical Appendices of this DEIR. The existing noise setting of the Project site will be permanently altered. The intensification of development greater than that which presently occurs on the site results in an adverse noise impact of the Project in terms of impacts to the immediate adjacent uses and the existing site zoning. The Project itself does not contribute significantly to local, site specific impacts that cannot be mitigated. The analysis demonstrates the proposed Project will not make a cumulatively considerable contribution to offsite traffic impacts along several local roadways at build-out. All other project-related noise impacts can be controlled to less than significant levels with implementation of proposed mitigation.</p>   | <p>Less than significant impact for both construction and occupancy/operation noise impacts after mitigation.</p> |
| <p style="text-align: center;"><b>Environmental Category / Issue and Avoidance, Minimization and Mitigation Measures</b></p>  |   |
| <p><b>TRANSPORTATION / TRAFFIC</b></p> <p>4.8-1 Prior to building final, the applicant shall pay Project Fair Share contributions, as reflected in Table 5-1 Project Fair Share Contribution to Study Area Intersections, of the TIA.</p> <p>4.8-2 Construction of the following on-site improvements shall occur in conjunction with adjacent project development activity or as needed for Project access purposes:</p> <ul style="list-style-type: none"> <li>• Construct the proposed alignment of Callistoga Drive through the Project site as a collector roadway from the existing terminus of Callistoga Drive in the south to the proposed on-site roundabout.</li> <li>• Construct the proposed alignment of Callistoga Drive from the on-site roundabout to the Promontory Parkway terminus in the east as a 28 foot paved roadway.</li> <li>• Provide stop sign control at the Project driveways.</li> <li>• On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project.</li> <li>• Verify that minimum sight distance is provided at the Project access points.</li> </ul> | <p>Riverside County</p> <p>Riverside County</p>   |

Revise per comments in T/T section of EIR.

*Comment Letter #3 from Southern California Association of Governments (SCAG) (dated 12/15/14) states:*

- SCAG is the designated Regional Transportation Planning Agency under state law, and is responsible for review for conformity with Regional Transportation Plan and Sustainable Communities Strategy pursuant to SB 375
- Requested a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the policy and supportive analysis in a Table format
- RTP/SCS Strategies – if applicable, refer to these strategies as guidance for considering the proposed Project within the context of regional goals and policies
- Regional Growth Forecasts were provided
- Review mitigation in the SCAG 2012 RTP/SCS Final Program EIR
- Please provide copy of DEIR to SCAG's LA office

*Comment Letter #4 from Eastern Municipal Water District (dated 12/18/14) states:*

- The subject Project requires water, sewer and recycled water services from EMWD
- The Project is an active project with EMWD – Work Order Number 15230 and Record Number WS20130000050
- A Plan of Service (POS) is in the process of being completed by EMWD

*Comment Letter #5 from Pechanga Cultural Resources (dated 12/31/14) states:*

- The Tribe requests to be notified during the entire CEQA process
- All archaeological studies pertaining to the Project should be removed from public facilities
- The Pechanga Cultural values within the Project area was described
- The Project impacts to cultural resources and Tribal involvement was described
- Recommendations for the DEIR analysis included: auditory and visual impacts, cumulative impacts, growth-related and long-term impacts

*Comment Letter #6 from the Soboba Band of Luiseño Indians (dated 1/5/15) states:*

- Both the Pechanga Band and Soboba Band should be invited to monitor during the ground disturbances
- The Soboba Band wants to be involved in the mitigation measures and any Phase II testing
- Both Tribes should be identified as the "appropriate tribes" in the DEIR
- On-going SB18 consultation is requested

*What does this mean?*

*Comment Letter #7 from the City of Temecula (dated 12/10/14) states:*

- The Project is located in the City's Sphere of Influence
- The Project should evaluate intersections in the City of Temecula within a five (5) mile radius of the Project site, which will experience 50 or more peak hour trips from the Project
- The traffic analysis should also include an evaluation of General Plan conditions with and without the proposed Project. Future street improvements should be considered
- Mitigation should be realistic in terms of limited right-of-way and should provide the Project's "fair share" contribution

*City comments as stated in the letter have not been fully addressed. Analysis does not include intersections identified, Butterfield Stage Rd., and assumes mitigation measures that may be unrealistic to construct.*

The City of Temecula noted that the Project should evaluate intersections in the City of Temecula within a 5-mile radius of the Project site, which will experience 50 or more peak hour trips from the Project, the traffic analysis should also include an evaluation of General Plan conditions with and without the proposed Project. Future street improvements should be considered, and mitigation should be realistic in terms of limited right-of-way and should provide the Project's "fair share" contribution.

*Response: The impact of the proposed Project on transportation facilities is assessed in Section 4.8, Traffic and Transportation in the context of applicable regulations and minimum standards of the County of Riverside. The Traffic Impact Analysis considers the cumulative impact of approved development. Mitigation is identified where applicable.*

### **Utilities and Service Systems**

See previous comments.

Eastern Municipal Water District (EMWD) commented that the Project requires water, sewer and recycled water services from EMWD, the Project is an active Project with EMWD – Work Order Number 15230 and Record Number WS2013000005, and a Plan of Service (POS) is in the process of being completed by EMWD (Letter #4).

*Response: Thank you for the information. Your comment is noted and has been provided to the decision makers.*

RCWD commented that the Project should not interfere with the free and complete exercise of any easement(s) held by the District, all easements should be shown on the map, any work in the vicinity of RCWD facilities must be preceded by facility location by Underground Service Alert, and, any costs for relocations shall be borne by the developer (Letter #8).

*Response: Thank you for the information. Your comment is noted and has been provided to the decision makers.*

Jan Carter indicated inquired about water availability during the recent drought (Letter #9).

*Response: According the EMWD letter (Letter #4), a POS is in the process of being completed for water and sewer facilities to serve the Project.*

### **2.2.2 List of Issue Areas Found to have No Impact, be Less Than Significant, or Less Than Significant with Mitigation Incorporated**

The following issue areas were evaluated and found to have no impact, be less than significant, or, Less Than Significant with Mitigation Incorporated in the IS/EA:

**Aesthetics:** Have a substantial effect upon a scenic highway corridor within which it is located; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view; interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655; create a new source of substantial light or glare which would adversely



use designations, while the other SP land use designations remain the same as the original SP 265. This change will be analyzed pursuant to the most current transportation/traffic regulations.

The County of Riverside General Plan, Specific Plan No. 265, Specific Plan 265, Amendment No. 1, and, *French Valley Residential Traffic Impact Analysis*, prepared by Trames Solutions, Inc., dated February 13, 2014 (TIA) were used in the analyses presented in this Subchapter and is provided as Appendix 5, Volume 2, Technical Appendices to this DEIR. Where feasible information has been summarized, but to ensure a sufficient amount of information to substantiate findings, much of the information in Appendix 5 is reproduced in the following text.

Comments were received from the following regarding transportation/traffic resources in response to the Notice of Preparation:

- **Comment Letter #3 from Southern California Association of Governments (SCAG) (dated 12/15/14) states:**
  - SCAG is the designated Regional Transportation Planning Agency under state law, and is responsible for review for conformity with Regional Transportation Plan and Sustainable Communities Strategy pursuant to SB 375
  - Requested a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the policy and supportive analysis in a Table format
  - RTP/SCS Strategies – if applicable, refer to these strategies as guidance for considering the proposed Project within the context of regional goals and policies
  - Regional Growth Forecasts were provided
  - Review mitigation in the SCAG 2012 RTP/SCS Final Program EIR
  - Please provide copy of DEIR to SCAG's LA office

*Response: Consistency with the RTP and SCS is analyzed in Section 4.2, Air Quality; Section 4.5, Greenhouse Gases; and Section 4.8, Traffic/Transportation.*

- **Comment Letter #7 from the City of Temecula (dated 12/10/14) states:**
  - The Project is located in the City's Sphere of Influence
  - The Project should evaluate intersections in the City of Temecula within a five mile radius of the Project site, which will experience 50 or more peak hour trips from the Project
  - The traffic analysis should also include an evaluation of General Plan conditions with and without the proposed Project. Future street improvements should be considered
  - Mitigation should be realistic in terms of limited right-of-way and should provide the Project's "fair share" contribution

*Response: The impact of the proposed Project on transportation facilities is assessed in Subchapter 4.8, Traffic and Transportation in the context of applicable regulations and minimum standards of the County of Riverside. The Traffic Impact **Not addressed as requested.** tive impact of approved development. Mitigation is identified where required and feasible.*

These comment letters, along with the County's responses are listed in Chapter 2, Introduction, of this DEIR. Copies of these comment letters are provided in Chapter 8, Subchapter 8.2 of this

DEIR. Therefore, those issues, in addition to the issues identified in the IS/EA outlined above and described in the NOP are the focus of the following evaluation of transportation/traffic resources.

**4.8.2 Environmental Setting**

**4.8.2.1 Site Location and Study Area**

The Project site is generally located north of Murrieta Hot Springs Road and west of Leon Road in the County of Riverside. Figure 1-A, *Location Map*, of the TIA (Appendix 5) illustrates the site location and the traffic analysis study area.

**4.8.2.2 Site Plan of Proposed Project**

Figure 1-B, *Site Plan*, of the TIA (Appendix 5) illustrates the conceptual land use plan. As shown on Figure 1-B access to the Project site is provided by extending the existing Calistoga Drive, south of the Project, to the existing Promontory Parkway, east of the Project. This information is also shown on Figure 2.1-5, which provides a copy of TTM 36546. The Project is proposed to have four access points along the future alignment of Calistoga Drive – Promontory Parkway. In addition, the easterly access along Promontory Parkway is proposed as one-lane roundabout.

**4.8.2.3 Study Area and Intersections**

In general, the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed Project will add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. The County of Riverside Engineering Department may require deviation from these requirements based on area conditions. The study area includes the following existing intersections, in Table 4.8-1, *Study Area Intersections* (see Figure 1-A of the TIA):

**Table 4.8-1  
 STUDY AREA INTERSECTIONS**

| STUDY AREA INTERSECTIONS |  |
|--------------------------|--|
| 1.                       | Calistoga Dr. (NS) / MHSR (EW)                     |
| 2.                       | Sky Cyn. Dr. (NS) / MHSR (EW)                      |
| 3.                       | Winchester Rd. (SR-79) (NS) / MHSR (EW)            |
| 4.                       | Winchester Rd. (SR-79) (NS) / Technology Dr. (EW)  |
| 5.                       | Winchester Rd. (SR-79) (NS) / Willows Av. (EW)     |
| 6.                       | Winchester Rd. (SR-79) (NS) / Nicolas Rd. (EW)     |
| 7.                       | Winchester Rd. (SR-79) (NS) / Marganta Rd. (EW)    |
| 8.                       | Margarita Rd. (NS) / MHSR (EW)                     |
| 9.                       | St. "B" (NS) / Calistoga Dr. (EW) - Future Roadway |

*Additional intersections should be included on Winchester Rd., Murrieta Hot Springs Rd., and Butterfield Stage Rd. as requested in letter to County dated 12/10/14.*

NOTE: NS = North-South Roadway; EW = East-West Roadway; MHSR = Murrieta Hot Springs Road

**Table 4.8-2  
 INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS**

| ID | Intersection                            | Traffic Control <sup>1</sup> | Intersection Approach Lanes <sup>2</sup> |   |   |            |     |   |           |   |   |           |   |   | Delay <sup>3</sup><br>(secs.) |       | Level of Service <sup>3</sup> |    |
|----|---|------------------------------|--|---|---|------------|-----|---|-----------|---|---|-----------|---|---|-------------------------------|-------|-------------------------------|----|
|    |   |                              | Northbound                               |   |   | Southbound |     |   | Eastbound |   |   | Westbound |   |   | AM                            | PM    | AM                            | PM |
|    |   |                              | L  | T | R | L          | T   | R | L         | T | R | L         | T | R |                               |       |                               |    |
| 1  | Calistoga Dr. / MHSR                    | TS                           | 1  | 1 | 0 | 1          | 1   | 1 | 2         | 2 | 0 | 1         | 2 | 0 | 30.1                          | 29.8  | C                             | C  |
| 2  | Sky Cyn. Dr. / MHSR                     | TS                           | 1  | 2 | 0 | 1          | 2   | 0 | 2         | 2 | 1 | 1         | 2 | 0 | 31.5                          | 34.7  | C                             | C  |
| 3  | Winchester Rd. (SR-79) / MHSR           |                              |  |   |   |            |     |   |           |   |   |           |   |   |                               |       |                               |    |
|    | <u>Without CK and FV Connection</u>     | TS                           | 2  | 3 | 1 | 2          | 3   | 1 | 2         | 3 | 1 | 2         | 2 | 1 | 57.5                          | 85.9  | E                             | F  |
|    | <u>With CK and FV Connection</u>        | TS                           | 2  | 3 | 1 | 2          | 3   | 1 | 2         | 3 | 1 | 2         | 2 | 1 | 50.4                          | 77.5  | D                             | F  |
| 4  | Winchester Rd. (SR-79) / Technology Dr. |                              |  |   |   |            |     |   |           |   |   |           |   |   |                               |       |                               |    |
|    | <u>Without CK and FV Connection</u>     | TS                           | 1  | 3 | d | 1          | 3   | d | 1         | 2 | 0 | 1         | 2 | 0 | 13.0                          | 17.4  | B                             | B  |
|    | <u>With CK and FV Connection</u>        | TS                           | 1  | 3 | d | 1          | 3   | d | 1         | 2 | 0 | 1         | 2 | 0 | 13.1                          | 18.3  | B                             | B  |
| 5  | Winchester Rd. (SR-79) / Wilkows Av.    | TS                           | 1  | 3 | d | 1          | 3   | d | 1         | 1 | 0 | 1         | 5 | 1 | 37.0                          | 100.4 | D                             | F  |
| 6  | Winchester Rd. (SR-79) / Nicolas Rd.    | TS                           | 1  | 3 | 1 | 1          | 3   | d | 1         | 1 | 0 | 2         | 1 | 1 | 47.6                          | 90.8  | D                             | F  |
| 7  | Winchester Rd. (SR-79) / Margarita Rd.  | TS                           | 2  | 3 | > | 2          | 3   | 0 | 2         | 2 | > | 2         | 2 | > | 40.4                          | 75.8  | D                             | F  |
| 8  | Margarita Rd. / MHSR                    |                              |  |   |   |            |     |   |           |   |   |           |   |   |                               |       |                               |    |
|    | <u>Without CK and FV Connection</u>     | TS                           | 2  | 1 | 1 | 0.5        | 0.5 | 1 | 1         | 2 | > | 1         | 3 | 0 | 52.8                          | 122.8 | D                             | F  |
|    | <u>With CK and FV Connection</u>        | TS                           | 2  | 1 | 1 | 0.5        | 0.5 | 1 | 1         | 2 | > | 1         | 3 | 0 | 47.4                          | 111.0 | D                             | F  |

TS = Traffic Signal

When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Shared Left-Through-Right Lane; 0.5 = Shared Lane;

> = Right Turn Overlap; d = Defacto Right Turn Lane

<sup>3</sup> Delay and level of service calculated using the following analysis software: Traffic 8.0 R1

<sup>2</sup> Remove west leg crosswalk

*Is this LOS with or without CK and FV?*

Source: French Valley Residential Traffic Impact Analysis prepared by Trames Solutions, Inc. dated February 2014

**Other Approved Projects Trip Generation**

For cumulative projects, ITE Trip Generation Rates (9<sup>th</sup> Edition) were used. Table 3-6, *Cumulative Trip Generation Rates* of the TIA (Appendix 5), presents the cumulative trip generation rates. Table 3-6 is reproduced as Table 4.8-3 of this Subchapter. Table 3-7, *Cumulative Trip Generation Summary* of the TIA (Appendix 5), presents the cumulative development land uses and trip generation summary. Table 3-7 is reproduced as Table 4.8-4 of this Subchapter. As presented in Table 4.8-4 cumulative developments are projected to generate a total of approximately 52,977 trip-ends per day with 3,099 vehicles per hour during the AM peak hour and 4,826 vehicles per hour during the PM peak hour.

**Table 4.8-4  
 CUMULATIVE TRIP GENERATION SUMMARY**

| ID  | PROJECT NAME   | LAND USE                              | QUANTITY <sup>1</sup> | PEAK HOUR    |              |              |              |              |              | DAILY         |        |
|---|--|---------------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------|
|   |  |                                       |                       | AM           |              |              | PM           |              |              |               |        |
|   |  |                                       |                       | IN           | OUT          | TOTAL        | IN           | OUT          | TOTAL        |               |        |
| 1   | Fast 5 Express Car Wash  | Automated Car Wash                    | 5.00 TSF              | -            | -            | -            | 35           | 35           | 70           | -             |        |
| 2   | Murrieta Apartments (Golden Eagle)   | Apartment                             | 112 DU                | 11           | 46           | 57           | 45           | 25           | 70           | 745           |        |
| 3   | PP 21750 Walmart   | Free-Standing Discount Superstore     | 235.00 TSF            | 221          | 212          | 433          | 447          | 463          | 910          | 11,564        |        |
| 4   | PP 25183 Industrial Office Business Park   | Industrial Park                       | 849.44 TSF            | 569          | 127          | 696          | 153          | 569          | 722          | 5,802         |        |
|   | 50% assumed built for 2015 Conditions  |                                       |                       | 228          | 51           | 279          | 61           | 228          | 289          | 2,321         |        |
| 5   | PM 35212 (Mixed-Use)   | Hotel                                 | 120 RM                | 41           | 26           | 67           | 37           | 34           | 71           | 980           |        |
|   |  | General Office Building               | 302.00 TSF            | 408          | 54           | 462          | 69           | 347          | 416          | 3,041         |        |
|   |  | Medical-Dental Office                 | 43.00 TSF             | 78           | 21           | 99           | 40           | 109          | 149          | 1,554         |        |
|   |  | Research and Development Center       | 160.00 TSF            | 162          | 34           | 196          | 26           | 146          | 172          | 1,298         |        |
|   |  | High Turnover (Sit-Down) Restaurant   | 21.50 TSF             | 129          | 119          | 248          | 141          | 98           | 239          | 2,734         |        |
|   |  | Fast Food w/ Drive Thru               | 8.00 TSF              | 201          | 193          | 394          | 141          | 130          | 271          | 3,969         |        |
| PM 35212 Total                                  |  |                                       | 1,019                 | 447          | 1,466        | 454          | 864          | 1,318        | 13,576       |               |        |
| 50% assumed built for 2015 Conditions           |  |                                       | 510                   | 224          | 734          | 227          | 432          | 659          | 6,788        |               |        |
| 6   | Ranpough Ranch <sup>2</sup><br>Regency and Target <sup>3</sup><br>French Valley Crossings<br>DPO-004-249 | Single Fam. Detached                  | 2,058 DU              | 391          | 1,153        | 1,544        | 1,337        | 740          | 2,077        | 19,694        |        |
|   |  | Recreation Center/ Park               | 8.80 AC               | 9            | 9            | 18           | 35           | 35           | 70           | 220           |        |
|   |  | Park                                  | 24.50 AC              | 25           | 25           | 50           | 98           | 98           | 196          | 613           |        |
|   |  | Shopping Center                       | 120.00 TSF            | 109          | 70           | 179          | 340          | 368          | 708          | 7,664         |        |
|   |  | Middle School/Junior H.S.             | 1,200 STU             | 312          | 240          | 552          | 96           | 96           | 192          | 1,740         |        |
|   |  | Elementary School                     | 800 STU               | 136          | 96           | 232          | 8            | 8            | 16           | 816           |        |
| Ranpough Subtotal                               |  |                                       | 982                   | 1,593        | 2,575        | 1,914        | 1,345        | 3,259        | 30,747       |               |        |
| 50% assumed built for 2015 Conditions           |  |                                       | 491                   | 797          | 1,288        | 957          | 673          | 1,630        | 15,374       |               |        |
| 7   | Regency and Target <sup>3</sup><br>French Valley Crossings<br>DPO-004-249                                | Winchester Retail Center              | 620,555 TSF           | 391          | 224          | 615          | 1,173        | 1,222        | 2,395        | 32,369        |        |
|   |  | Regency and Target Subtotal           |                       |              | 391          | 224          | 615          | 1,173        | 1,222        | 2,395         | 32,369 |
|   |  | 50% assumed built for 2015 Conditions |                       |              | 196          | 112          | 308          | 587          | 611          | 1,198         | 16,185 |
| <b>TOTAL CUMULATIVE TRIPS (2015 CONDITIONS)</b> |  |                                       |                       | <b>1,657</b> | <b>1,442</b> | <b>3,099</b> | <b>2,359</b> | <b>2,487</b> | <b>4,826</b> | <b>52,977</b> |        |

TSF = Thousand Square Feet; RM = Room; DU = Dwelling Units

Source: Murrieta Apartments TIA (09/20/2012), Prepared by Trames Solutions, Inc.

Source: Murrieta Triangle Supplemental Traffic Evaluation (12/05/2011), Prepared by Trames Solutions, Inc.

Nominal amount of trips / ITE rate not reported.

Source: Winchester Retail Development Traffic Impact Analysis (09/2005), Prepared by Kili

**Missing developments in Temecula.**

Source: French Valley Residential Traffic Impact Analysis prepared by Trames Solutions, Inc. dated February 2014

Table 4.8-5  
 INTERSECTION ANALYSIS FOR EXISTING PLUS AMBIENT PLUS PROJECT (2015)

| ID                               | Intersection                            | Traffic Control <sup>1</sup> | Intersection Approach Lanes <sup>2</sup> |   |     |            |     |   |           |   | Delay <sup>3</sup> (secs.) |     | Level of Service <sup>3</sup> |      |       |       |   |   |
|----------------------------------|---|------------------------------|--|---|-----|------------|-----|---|-----------|---|----------------------------|-----|-------------------------------|------|-------|-------|---|---|
|                                  |   |                              | Northbound                               |   |     | Southbound |     |   | Eastbound |   | Westbound                  |     | AM                            | PM   | AM    | PM    |   |   |
|                                  |   |                              | L  | T | R   | L          | T   | R | L         | T | R                          | L   |                               |      |       |       | T | R |
| 1                                | Calistoga Dr / MHSR                     | TS                           | 1  | 1 | 0   | 1          | 1   | 1 | 2         | 2 | 0                          | 1   | 2                             | 0    | 30.4  | 30.0  | C | C |
| 2                                | Sky Cyn Dr / MHSR                       | TS                           | 1  | 2 | 0   | 1          | 2   | 0 | 2         | 2 | 1                          | 1   | 2                             | 0    | 31.9  | 35.6  | C | D |
| 3                                | Winchester Rd. (SR-79) / MHSR           |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
|                                  | <u>Without CK and FV Connection</u>     |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
|                                  | - Without Improvements                  |                              |  |   | 2   | 3          | 1   | 2 | 3         | 1 | 2                          | 2   | 1                             | 62.0 | 95.6  | F     | F |   |
|                                  | - With Improvements                     | TS                           | 2  | 4 | 0   | 2          | 3   | 1 | 2         | 3 | 1                          | 2   | 3                             | 0    | 39.6  | 54.8  | D | D |
|                                  | <u>With CK and FV Connection</u>        |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
| - Without Improvements           | TS                                      | 2                            | 3  | 1 | 2   | 3          | 1   | 2 | 3         | 1 | 2                          | 2   | 1                             | 53.9 | 86.5  | D     | F |   |
| - With Improvements              | TS                                      | 2                            | 4  | 0 | 2   | 3          | 1   | 2 | 3         | 1 | 2                          | 2   | 1                             | 43.7 | 53.6  | D     | D |   |
| 4                                | Winchester Rd. (SR-79) / Technology Dr. |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
|                                  | <u>Without CK and FV Connection</u>     | TS                           | 1  | 3 | d   | 1          | 3   | d | 1         | 2 | 0                          | 1   | 2                             | 0    | 13.2  | 17.9  | B | B |
|                                  | <u>With CK and FV Connection</u>        | TS                           | 1  | 3 | d   | 1          | 3   | d | 1         | 2 | 0                          | 1   | 2                             | 0    | 13.4  | 19.0  |   |   |
| 5                                | Winchester Rd. (SR-79) / Willows Av.    |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
|                                  | - Without Improvements                  | TS                           | 1  | 3 | d   | 1          | 3   | d | 1         | 1 | 0                          | 1.5 | 0.5                           | 1    | 38.4  | 112.0 |   |   |
|                                  | - With Improvements                     | TS                           | 1  | 4 | 0   | 1          | 3   | d | 1         | 1 | 0                          | 1.5 | 0.5                           | 1    | 35.4  | 51.0  |   |   |
| 6                                | Winchester Rd. (SR-79) / Nicolas Rd.    |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
|                                  | - Without Improvements                  | TS                           | 1  | 3 | 1   | 1          | 3   | d | 1         | 1 | 0                          | 2   | 1                             | 1    | 50.7  | 102.0 |   |   |
|                                  | - With Improvements                     | TS                           | 1  | 3 | 1   | 2          | 3   | d | 1         | 1 | 0                          | 2   | 1                             | 1    | 43.8  | 46.3  |   |   |
| 7                                | Winchester Rd. (SR-79) / Margarita Rd.  |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
|                                  | - Without Improvements                  | TS                           | 2  | 3 | 1   | 2          | 3   | 0 | 2         | 2 | 1                          | 2   | 2                             | 1    | 42.2  | 84.4  | D | F |
|                                  | - With Improvements                     | TS                           | 2  | 4 | 0   | 2          | 3   | 1 | 2         | 2 | 1                          | 2   | 2                             | 1    | 38.4  | 52.4  | D | D |
| 8                                | Margarita Rd / MHSR                     |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
|                                  | <u>Without CK and FV Connection</u>     |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
|                                  | - Without Improvements                  | TS                           | 2  | 1 | 1   | 0.5        | 0.5 | 1 | 1         | 2 | 1                          | 1   | 3                             | 0    | 56.8  | 135.7 | E | F |
|                                  | - With Improvements <sup>4</sup>        | TS                           | 2  | 1 | 1   | 0.5        | 0.5 | 1 | 1         | 3 | 1                          | 1   | 3                             | 0    | 31.5  | 42.1  | C | D |
|                                  | <u>With CK and FV Connection</u>        |                              |  |   |     |            |     |   |           |   |                            |     |                               |      |       |       |   |   |
| - Without Improvements           | TS                                      | 2                            | 1  | 1 | 0.5 | 0.5        | 1   | 1 | 2         | 1 | 1                          | 3   | 0                             | 50.1 | 123.3 | D     | F |   |
| - With Improvements <sup>4</sup> | TS                                      | 2                            | 1  | 1 | 0.5 | 0.5        | 1   | 1 | 3         | 1 | 1                          | 3   | 0                             | 31.0 | 40.1  | C     | D |   |

With or Without CK and FV?

Mitigation imp. may not be feasible. Requires additional ROW

TS = Traffic Signal

When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left, T = Through, R = Right, 1! = Shared Left-Through-Right Lane, 0.5 = Shared Lane,

> = Right Turn Overlap, d = Defacto Right Turn Lane, 1 = Improvement

<sup>3</sup> Delay and level of service calculated using the following analysis software: Traffix 8.0 R1

<sup>4</sup> Remove west leg crosswalk

Source: French Valley Residential Traffic Impact Analysis prepared by Trames Solutions, Inc. dated February 2014

Table 4.8-6  
 INTERSECTION ANALYSIS FOR EXISTING PLUS AMBIENT PLUS PROJECT PLUS CUMULATIVE (2015)

| ID | Intersection                            | Traffic Control <sup>1</sup> | Intersection Approach Lanes <sup>2</sup> |     |    |            |     |    |           |     |    |           |     |      | Delay <sup>3</sup> (secs.) |       | Level of Service <sup>4</sup> |    |
|----|---|------------------------------|--|-----|----|------------|-----|----|-----------|-----|----|-----------|-----|------|----------------------------|-------|-------------------------------|----|
|    |   |                              | Northbound                               |     |    | Southbound |     |    | Eastbound |     |    | Westbound |     |      | AM                         | PM    | AM                            | PM |
|    |   |                              | L  | T   | R  | L          | T   | R  | L         | T   | R  | L         | T   | R    |                            |       |                               |    |
| 1  | Calistoga Dr. / MHSR                    | TS                           | 1  | 1   | 0  | 1          | 1   | 1  | 2         | 2   | 0  | 1         | 2   | 0    | 31.8                       | 32.7  | C                             | C  |
| 2  | Sky Cyn. Dr. / MHSR                     | TS                           | 1  | 2   | 0  | 1          | 2   | 0  | 2         | 2   | 1  | 1         | 2   | 0    | 35.1                       | 40.7  | D                             | D  |
| 3  | Winchester Rd. (SR-79) / MHSR           |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | <u>Without CK and FV Connection:</u>    |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | - Without Improvements                  | TS                           | 2  | 3   | 1  | 2          | 3   | 1  | 2         | 3   | 1  | 2         | 2   | 1    | 86.0                       | 132.7 | F                             | F  |
|    | - With Improvements <sup>5</sup>        | TS                           | 2  | 4   | 1> | 2          | 4   | 1> | 2.5       | 2.5 | 1  | 2         | 3   | 0    | 41.3                       | 55.0  | D                             | D  |
|    | <u>With CK and FV Connection:</u>       |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | - Without Improvements                  | TS                           | 2  | 3   | 1  | 2          | 3   | 1  | 2         | 3   | 1  | 2         | 2   | 1    | 88.8                       | 114.5 | F                             | F  |
|    | - With Improvements                     | TS                           | 2  | 4   | 1> | 2          | 4   | 1> | 2         | 3   | 1  | 2         | 3   | 0    | 37.9                       | 54.9  | D                             | D  |
| 4  | Winchester Rd. (SR-79) / Technology Dr. |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | <u>Without CK and FV Connection:</u>    | TS                           |  |     |    |            |     |    | 2         | 0   | 1  | 2         | 0   | 14.2 | 19.1                       | B     | B                             |    |
|    | <u>With CK and FV Connection:</u>       | TS                           | 1  | 3   | d  | 1          | 3   | d  | 1         | 2   | 0  | 1         | 2   | 0    | 14.4                       | 20.2  | B                             | C  |
| 5  | Winchester Rd. (SR-79) / Willows Av.    |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | - Without Improvements                  | TS                           | 1  | 3   | d  | 1          | 3   | d  | 1         | 1   | 0  | 1.5       | 0.5 | 1    | 40.0                       | 119.9 | F                             | F  |
|    | - With Improvements                     | TS                           | 1  | 4   | 0  | 1          | 3   | d  | 1         | 1   | 0  | 1.5       | 0.5 | 1    | 36.2                       | 55.0  | D                             | D  |
| 6  | Winchester Rd. (SR-79) / Nicolas Rd.    |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | - Without Improvements                  | TS                           | 1  | 3   | 1  | 1          | 3   | d  | 1         | 1   | 0  | 2         | 1   | 1    | 81.5                       | 169.4 | F                             | F  |
|    | - With Improvements                     | TS                           | 1  | 3   | 1> | 2          | 3   | d  | 1         | 1   | 0  | 3         | 1   | 1    | 48.3                       | 54.8  | D                             | D  |
| 7  | Winchester Rd. (SR-79) / Margarita Rd.  |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | - Without Improvements                  | TS                           | 2  | 3   | 1> | 2          | 3   | 0  | 2         | 2   | 1> | 2         | 2   | 1>   | 51.9                       | 120.0 | D                             | F  |
|    | - With Improvements                     | TS                           | 2  | 4   | 1> | 2          | 3   | 1  | 2         | 2   | 1> | 2         | 2   | 2>   | 39.0                       | 55.0  | D                             | D  |
| 8  | Margarita Rd. / MHSR                    |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | <u>Without CK and FV Connection:</u>    |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | - Without Improvements                  | TS                           | 2  | 1   | 1  | 0.5        | 0.5 | 1  | 1         | 2   | 1> | 1         | 3   | 0    | 92.6                       | 206.7 | F                             | F  |
|    | - With Improvements <sup>5</sup>        | TS                           | 2.5                                      | 0.5 | 1  | 0.5        | 0.5 | 1  | 1         | 3   | 1> | 1         | 3   | 0    | 33.3                       | 47.2  | C                             | D  |
|    | <u>With CK and FV Connection:</u>       |                              |  |     |    |            |     |    |           |     |    |           |     |      |                            |       |                               |    |
|    | - Without Improvements                  | TS                           | 2  | 1   | 1  | 0.5        | 0.5 | 1  | 1         | 2   | 1> | 1         | 3   | 0    | 73.4                       | 180.4 | F                             | F  |
|    | - With Improvements <sup>5</sup>        | TS                           | 2  | 1   | 1  | 0.5        | 0.5 | 1  | 1         | 3   | 1> | 1         | 3   | 0    | 33.0                       | 52.2  | C                             | D  |

TS = Traffic Signal

When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left, T = Through, R = Right, 1I = Shared Left-Through-Right Lane, 0.5 = Shared Lane

> = Right Turn Overlap, d = Defacto Right Turn Lane, 1 = Improvement

<sup>3</sup> Delay and level of service calculated using the following analysis software: Traffix 8.0 R1

<sup>4</sup> Modify east/west protected phasing to split phasing.

<sup>5</sup> Remove west leg crosswalk

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Source: French Valley Residential Traffic Impact Analysis prepared by Trames Solutions, Inc. dated February 2014

- **Winchester Rd. (SR-79)(NS)/Willows Ave.(EW)**
    - Construct a fourth northbound through lane. A receiving lane on the north leg needs to be provided for the additional lane.
  - **Winchester Rd. (SR-79)(NS)/Nicolas Rd. (EW)**
    - Construct a second southbound left turn lane.
  - **Winchester Rd. (SR-79)(NS)/Margarita Rd. (EW)**
    - Convert the northbound right turn lane into a fourth through lane. A receiving lane on the north leg needs to be provided for the additional lane.
    - Construct a southbound right turn lane.
  - **Margarita Rd. (NS)/MHSR (EW)**
    - Construct a third eastbound through lane.
- Where is with or without CK/FV analysis?*
- Mitigationimps. may not be feasible. Requires additional ROW*

**Existing + Ambient + Project + Cumulative Conditions**

For E+A+P+C traffic conditions, the study area intersections are projected to operate at an acceptable level of service during the peak hours with existing geometry and for conditions with and without the CK and FV improvements, except at the same five deficient locations identified under Existing + Ambient + Project Conditions.

Improvements identified previously in Table 4.8-6 are anticipated to mitigate the deficient intersections to acceptable level of service (LOS "D" or better). Figure 5-B, *Recommended Improvements for E+A+P+C (2015) (Without and With CK and FV Connection)* of the TIA (Appendix 5, reproduced here as Figure 4.8-9), presents the recommended improvements for E+A+P+C conditions and are described below with the improvements beyond E+A+P conditions shown in bold:

- **Winchester Rd. (SR-79) (NS)/MHSR (EW) – Without CK and FV Improvements**
  - Construct a fourth northbound through lane. A receiving lane on the north leg needs to be provided for the additional lane.
  - Provide northbound overlap phasing for the right turn movement.
  - Construct a fourth southbound through lane.
  - Provide southbound overlap phasing for the right turn movement (Same as EAP).
  - Convert one through lane into a shared left-through lane.
  - Convert the westbound right turn lane into a third through lane. A receiving lane on the west leg needs to be provided for the additional lane (Same as EAP).
- **Winchester Rd. (SR-79) (NS)/MHSR (EW) – With CK and FV Improvements**
  - Construct a fourth northbound through lane. A receiving lane on the north leg needs to be provided for the additional lane.
  - Provide northbound overlap phasing for the right turn movement.
  - Construct a fourth southbound through lane.
  - Construct a second southbound right turn lane with overlap phasing.
  - Convert the westbound right turn lane into a third through lane. A receiving lane on the west leg needs to be provided for the additional lane (Same as EAP).

## ENVIRONMENTAL IMPACT EVALUATION

- **Winchester Rd. (SR-79)(NS)/Willows Ave.(EW)**
  - Construct a fourth northbound through lane. A receiving lane on the north leg needs to be provided for the additional lane (Same EAP).
- **Winchester Rd. (SR-79)(NS)/Nicolas Rd. (EW)**
  - Provide northbound overlap phasing for the right turn movement.
  - Construct a second southbound left turn lane (Same as EAP).
  - Construct a third westbound left turn lane.
- **Winchester Rd. (SR-79)(NS)/Margarita Rd. (EW)**
  - Construct a fourth northbound through lane. A receiving lane on the north leg needs to be provided for the additional lane.
  - Construct a southbound right turn lane (Same as EAP).
  - Construct a second westbound right turn lane.
- **Margarita Rd. (NS)/MHSR (EW) Without CK and FV Improvements**
  - Convert the northbound through lane into a shared left-through lane.
  - Construct a third eastbound through lane (Same as EAP).
- **Margarita Rd. (NS)/MHSR (EW) With CK and FV Improvements**
  - Construct a third eastbound through lane (Same as EAP).

Same as previous  
comments (w/wo)?

same as previous  
comments

### Funding Mechanisms

#### *Transportation Uniform Mitigation Fee (TUMF)*

The Transportation Uniform Mitigation Fee (TUMF) Program was established to assist in funding the Regional System of Highways and Arterials throughout Riverside County. TUMF allows developers to contribute toward sustaining the regional transportation system on a "fair share" basis. Managed by the Western Riverside Council of Governments (WRCOG), the program is not designed to be the only source of revenue but would complement funds generated by Measure A, local transportation fee programs, etc.

The current TUMF contribution for single-family residential projects is \$8,873 per dwelling unit. Based on the 281 units, the fees are \$2,493,313.

This is a standard condition, and is not considered unique mitigation under CEQA.

#### *Development Impact Fees (DIF)*

The development impact fee (DIF) was established through Ordinance No. 659. It is intended to construct or acquire needed facilities, preserve open space, and habitat needed to serve new developments. The transportation facilities include roads, bridges, and traffic signals. These facilities are identified in the County's Public Needs List.

Payment of DIF is a standard condition and is not considered unique mitigation under CEQA.



*Southwest Road and Bridge Benefit District (RBBB)*

Development projects located within the Southwest Road and Bridge Benefit District are required to contribute fees used towards improving the roads and bridges within the benefit area. The proposed Project is located within Zone D of the District.

Payment of fees into the RBBB is a standard condition and is not considered unique mitigation under CEQA.

*Project Fair Share Calculations*

The Project is anticipated to add traffic to the study area intersections where deficient levels of service currently occur. By comparing the number of trips due to the Project with the amount of future traffic at an intersection, a project "fair share" percentage can be calculated. The future traffic is based on the long-range forecasts from the RivTAM travel demand model.

Table 5-1 *Project Fair Share Contribution to Study Area Intersections*, of the TIA (Appendix 5, reproduced here as Table 4.8-7) quantifies the project's percent contribution to each location on a peak hour basis. As indicated on Table 4.8-7, the proposed Project is expected to have between a 2.6% and 8.4% impact. These percentages can be used to calculate the in-lieu fees for mitigation purposes. A mitigation measure has been included, requiring the payment of Project Fair Share contributions, prior to the issuance of building final.

**Table 4.8-7  
 PROJECT FAIR SHARE CONTRIBUTION TO STUDY AREA INTERSECTIONS**

| ID | Intersection                           | Existing Traffic Volumes | Long Range Traffic | Total New Traffic | Project Traffic | Project Contribution |
|----|--|--------------------------|--------------------|-------------------|-----------------|----------------------|
| 3  | Winchester Rd. (SR-79) / MHSR          |                          |                    |                   |                 |                      |
|    | AM Peak Hour                           | 4820                     | 6932               | 2112              | 142             | 6.7%                 |
|    | PM Peak Hour                           | 6231                     | 8727               | 2496              | 190             | 7.6%                 |
| 5  | Winchester Rd. (SR-79) / Willows Av.   |                          |                    |                   |                 |                      |
|    | AM Peak Hour                           | 3294                     | 4605               | 1311              | 57              | 4.3%                 |
|    | PM Peak Hour                           | 4722                     | 6170               | 1448              | 76              | 5.2%                 |
| 6  | Winchester Rd. (SR-79) / Nicolas Rd.   |                          |                    |                   |                 |                      |
|    | AM Peak Hour                           | 3685                     | 5312               | 1627              | 57              | 3.5%                 |
|    | PM Peak Hour                           | 4573                     | 5981               | 1408              | 77              | 5.5%                 |
| 7  | Winchester Rd. (SR-79) / Margarita Rd. |                          |                    |                   |                 |                      |
|    | AM Peak Hour                           | 4774                     | 6616               | 1842              | 48              | 2.6%                 |
|    | PM Peak Hour                           | 6799                     | 8814               | 2015              | 64              | 3.2%                 |
| 8  | Margarita Rd. / MHSR                   |                          |                    |                   |                 |                      |
|    | AM Peak Hour                           | 3527                     | 1203               | 676               | 57              | 8.4%                 |
|    | PM Peak Hour                           | 4840                     | 5907               | 1067              | 77              | 7.2%                 |

Source: French Valley Residential Traffic Impact Analysis prepared by

*Why was long range traffic used for comparison? "Long Range Plan" was not analyzed. What is the direct project impact to these intersections? Why not E+P to calculate fair share contribution?*

- *Construct the proposed alignment of Calistoga Drive through the Project site as a collector roadway from the existing terminus of Calistoga Drive in the south to the proposed on-site roundabout.*
- *Construct the proposed alignment of Calistoga Drive from the on-site roundabout to the Promontory Parkway terminus in the east as a 28 foot paved roadway.*
- *Provide stop sign control at the Project driveways.*
- *On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project.*
- *Verify that minimum sight distance is provided at the Project access points.*

**4.8-3** *Prior to any construction of any Project components within any existing roadway right-of-way, the developer shall submit a traffic control plan (TCP) for review and approval by the appropriate agency that has jurisdiction over that roadway. The TCP shall provide specific measures that ensure adequate emergency access to all parcels of land during construction and property owner access to occupied parcels during construction.*

#### **4.8.6 Cumulative Impacts**

In 2002, the Transportation Uniform Mitigation Fee (TUMF) program was initiated in Western Riverside County. Under the TUMF, developers of residential, industrial and commercial property are required to pay a development fee to fund regional transportation projects, which mitigates cumulative impacts to the roadway segments and intersections included in the TUMF program. The TUMF funds both local and regional arterial projects. The applicant shall participate in the funding or construction of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of required Western Riverside County TUMF, in addition to the County of Riverside Development Impact Fee (DIF) and other fair share contributions as directed by the County, including the Southwest Road and Bridge Benefit District (RBBB).

The Project's contribution to the TUMF program as a fair share contribution is considered sufficient (refer to Section 15130(a)(3) to address the Project's fair share toward a mitigation measure or measures designed to alleviate any potential cumulative impacts.

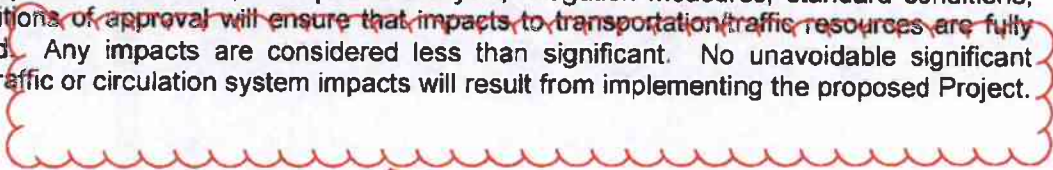
According to the analysis above, with adherence to standard conditions, and incorporation of mitigation measures, the Project will not exceed established thresholds related to transportation/traffic. The thresholds have been established to address Project-specific impacts, as well as their contribution to cumulative impacts. Since the Project is below the established thresholds, cumulative impacts will remain less than significant.

#### **4.8.7 Unavoidable Significant Adverse Impacts**

Based on the discussion in this Section of the DEIR, implementation of the Project will not conflict with an applicable plan, ordinance or policy establishing a standard of the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; conflict with an applicable congestion management

*Are the proposed mitigation imps. actually covered under TUMF without an identified project?*

program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment); cause an effect upon, or a need for new or altered maintenance of roads; cause an effect upon circulation during the Project's construction; result in inadequate emergency access or access to nearby uses; and/or, conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. County application materials, site-specific analysis, mitigation measures, standard conditions, and conditions of approval will ensure that impacts to transportation traffic resources are fully addressed. Any impacts are considered less than significant. No unavoidable significant adverse traffic or circulation system impacts will result from implementing the proposed Project.



*How are the impacts shown less than significant? When you are proposing mitigation measures that cannot be constructed. This is not a true statement.*