

2012



Annual Report

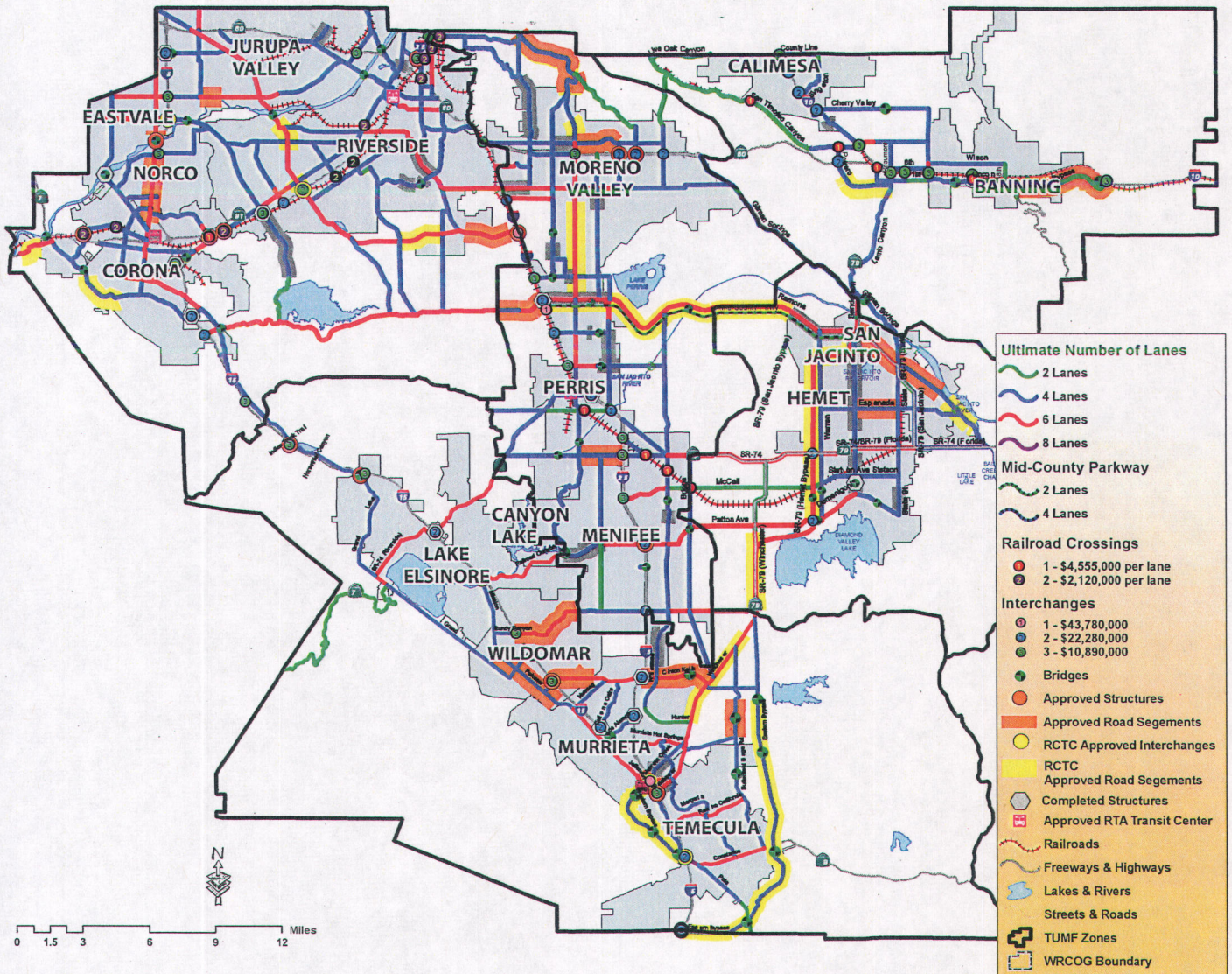
Transportation Uniform Mitigation Fee Program

Western Riverside Council of Governments



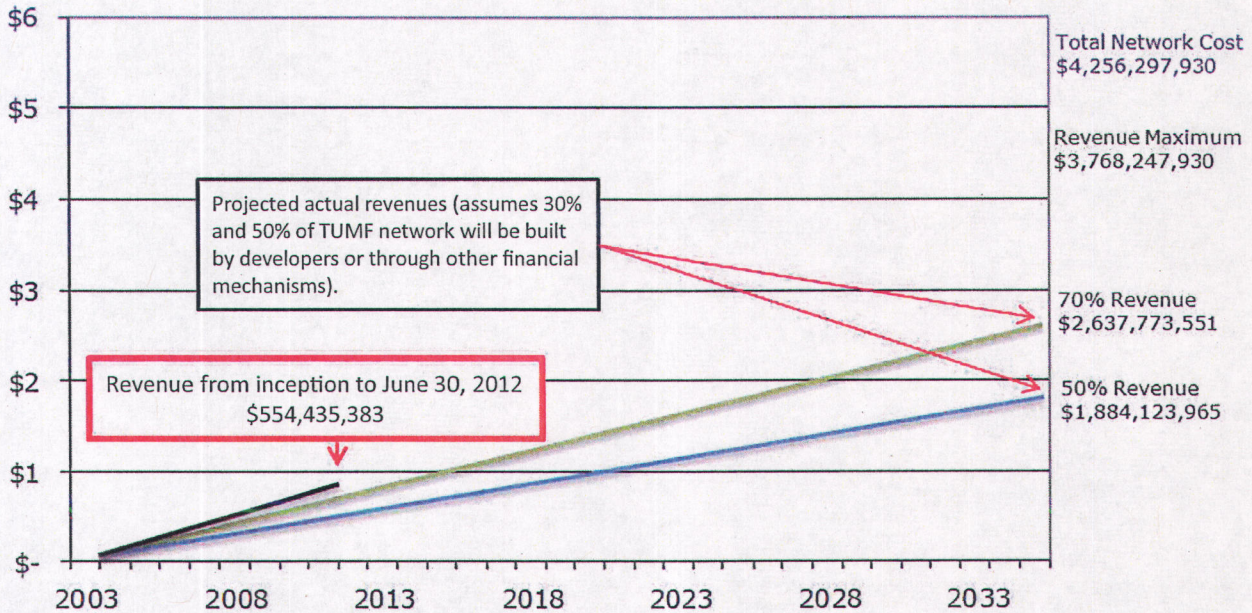
Introduction

TUMF Regional System of Highways and Arterials (RSHA) 2012



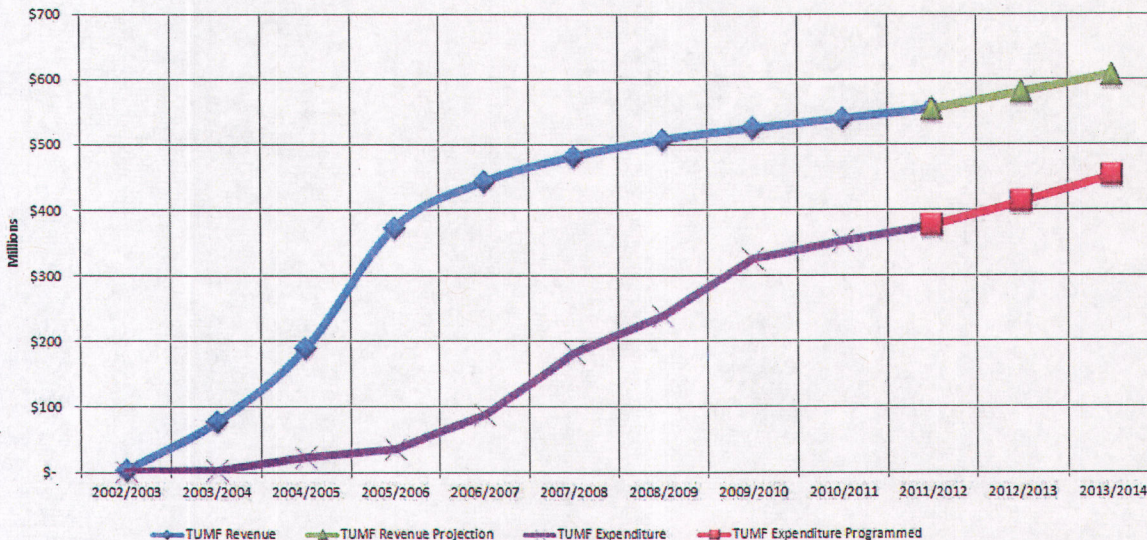
Revenue

TUMF system cost compared to revenue stream



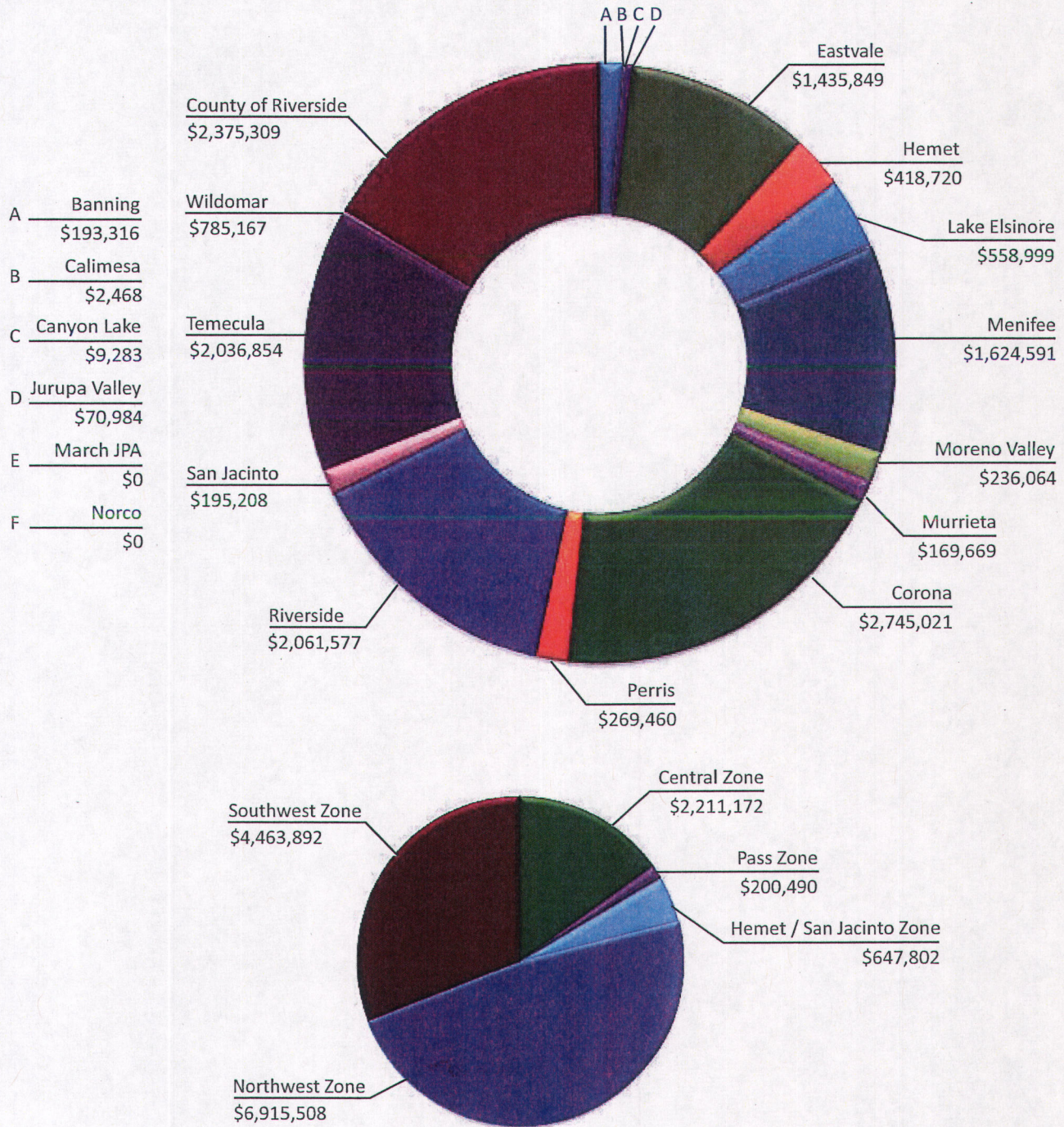
The total network cost of the RSHA improvements is \$4.256 billion. Numerous elements affect the total potential revenue collected by the TUMF Program such as exemptions from TUMF due to vesting maps, development agreements, phasing of fees, and policy actions. As such, the maximum amount of fees that can be collected by the TUMF Program is approximately \$3.768 billion. It is estimated that between 30% and 50% of the RSHA will be built by developers, or through alternative funding mechanisms such as Community Facilities Districts and Road and Bridge Benefit Districts. Actual fees to be collected, therefore, are estimated at \$1.884 billion (assuming 50% of the Network is constructed by developers or through financing mechanisms in which case fees are not collected) or \$2.637 billion (assuming 30% of the Network is constructed without fees collected.)

WRCOG TUMF revenue vs. expenditure (cumulative) February 2003 through June 2012



Revenue

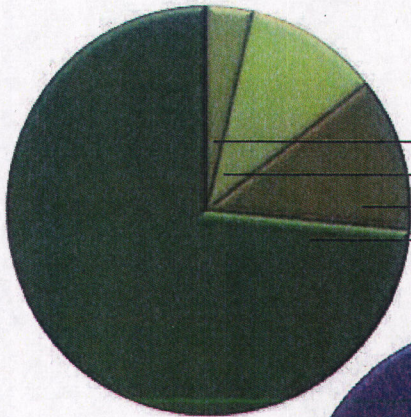
TUMF revenue by jurisdiction and zone
 Fiscal Year 2011 / 2012 (July 1, 2011 to June 30, 2012)
 Total revenue: \$14,438,863



*Actual jurisdiction revenues may vary slightly due to rounding.

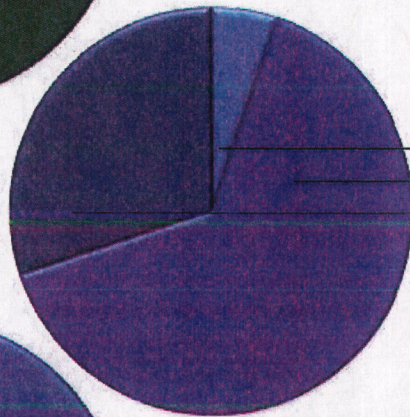
Revenue

TUMF revenue by jurisdiction and zone (FY 2011 / 2012)



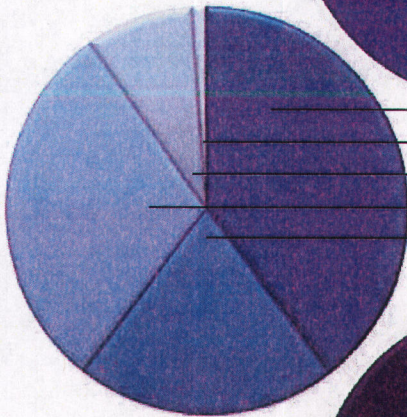
Central Zone - \$2,211,172

County of Riverside	\$	81,057
Moreno Valley	\$	236,064
Perris	\$	269,460
Menifee	\$	1,624,591



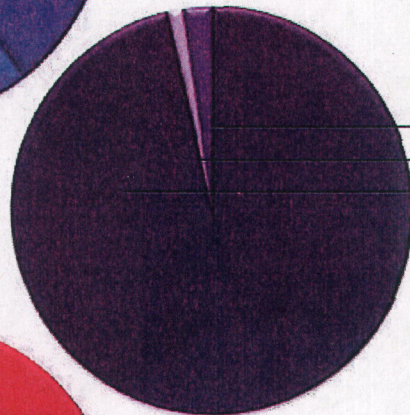
Hemet / San Jacinto Zone - \$647,802

County of Riverside	\$	33,874
Hemet	\$	418,720
San Jacinto	\$	195,208



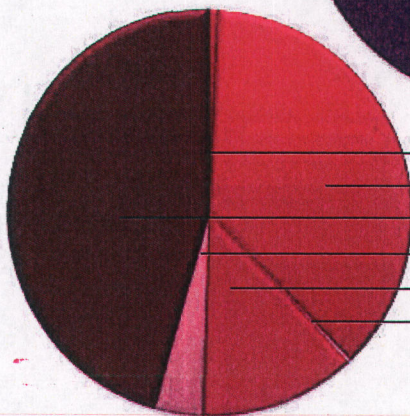
Northwest Zone - \$6,915,508

Corona	\$	2,745,021
Jurupa Valley	\$	70,984
County of Riverside	\$	602,077
Riverside	\$	2,061,577
Eastvale	\$	1,435,849
March JPA	\$	\$0
Norco	\$	\$0



Pass Zone - \$200,490

County of Riverside	\$	4,706
Calimesa	\$	2,468
Banning	\$	193,316



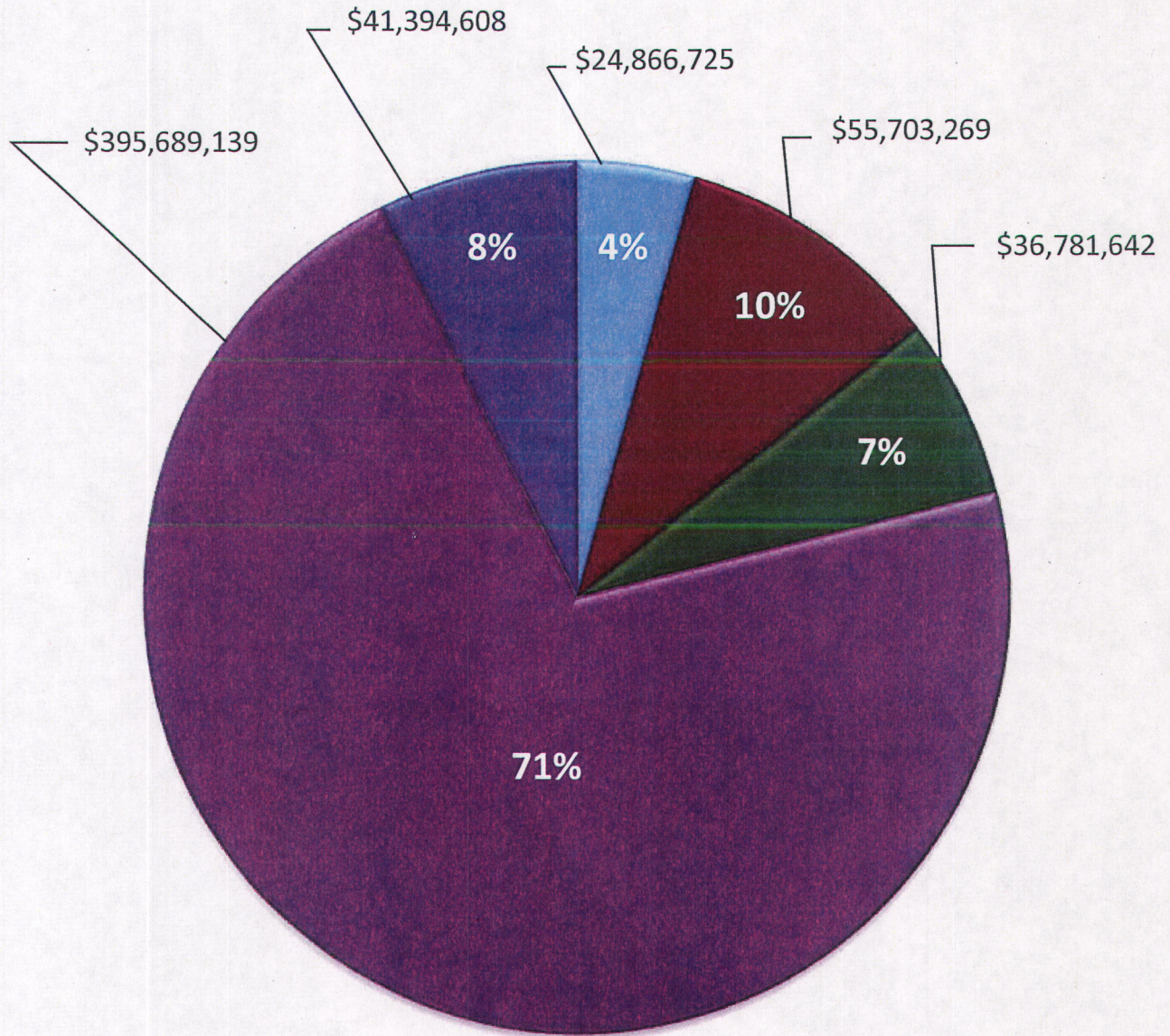
Southwest Zone - \$4,463,892

Wildomar	\$	35,492
County of Riverside	\$	1,653,595
Temecula	\$	2,036,854
Murrieta	\$	169,669
Lake Elsinore	\$	558,999
Canyon Lake	\$	9,283

*Actual jurisdiction revenues may vary slightly due to rounding.

Revenue

TUMF revenue by land use (2003 / 2012)
Total revenue: \$554,435,383



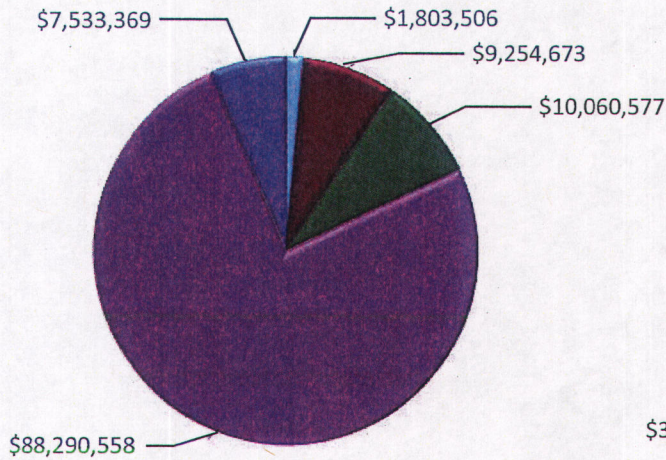
- Service Commercial
- Retail
- Industrial
- Single-Family Residential
- Multi-Family Residential

*Actual land use revenues may vary slightly due to rounding.

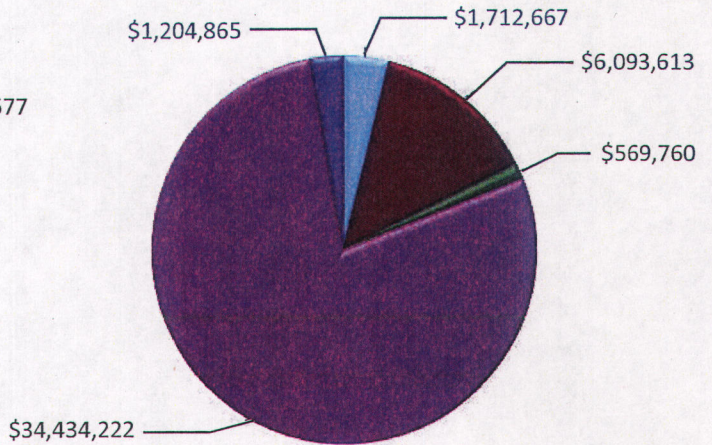
Revenue

TUMF revenue by land use (2003 / 2012)

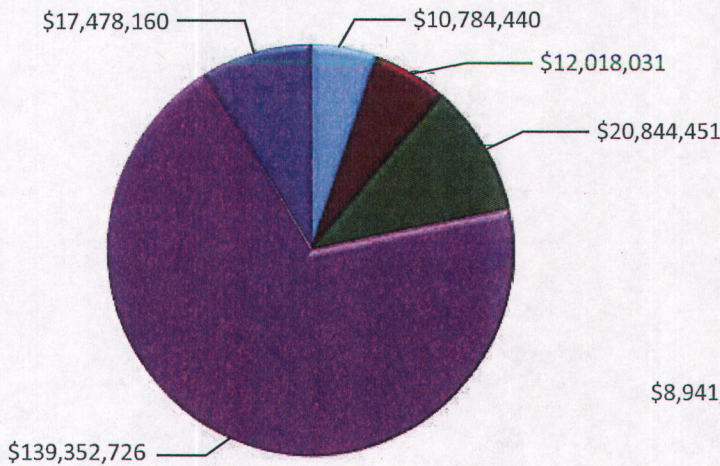
Central Zone - \$116,942,683



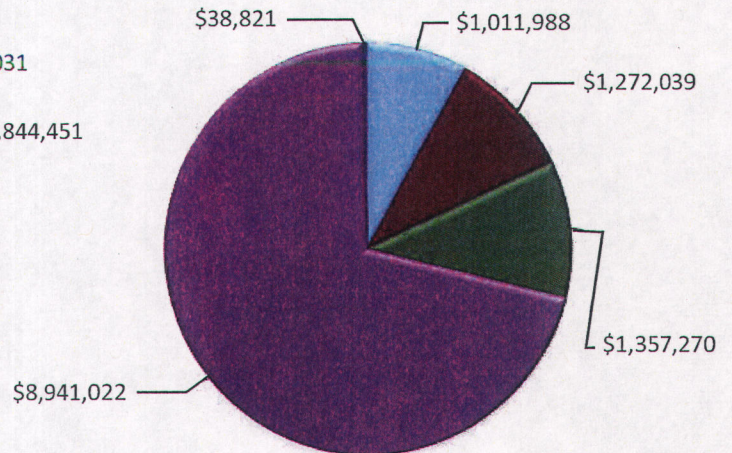
Hemet / San Jacinto Zone - \$44,015,126



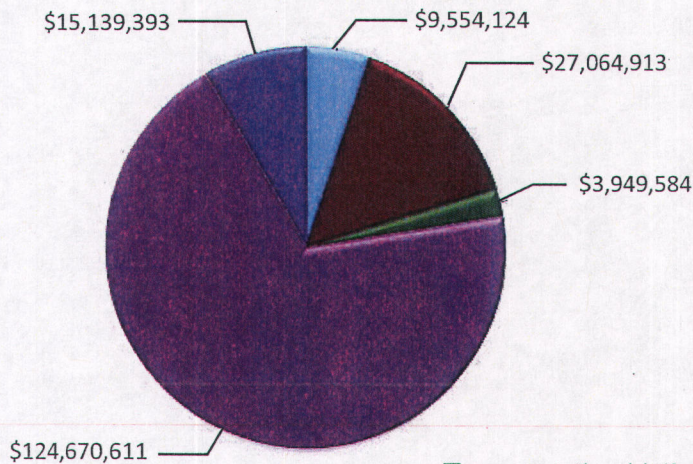
Northwest Zone - \$200,477,809



Pass Zone - \$12,621,140



Southwest Zone - \$180,378,625



- Service Commercial
- Retail
- Industrial
- Single-Family Residential
- Multi-Family Residential

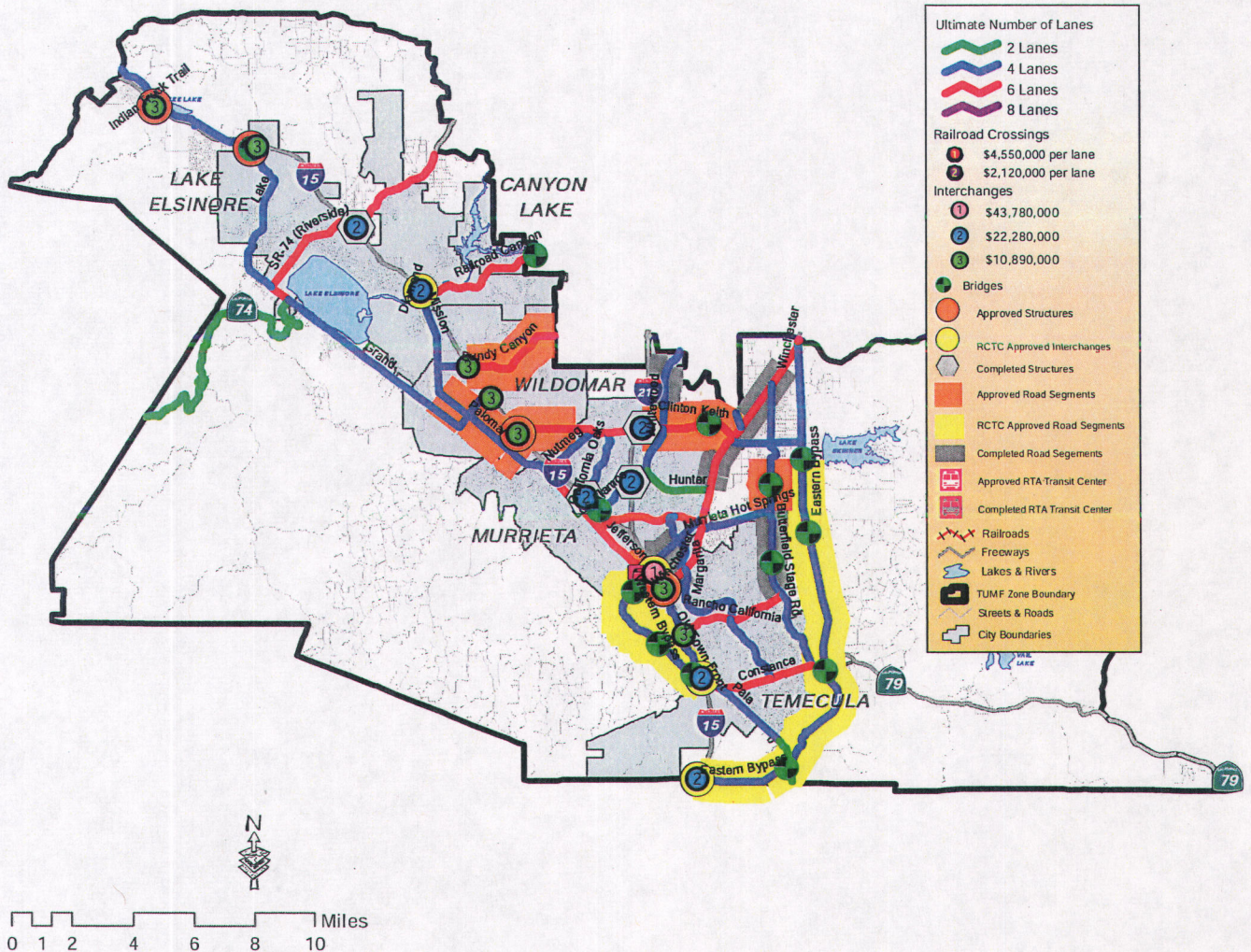
*Actual land use revenues may vary slightly due to rounding.

Projects

SOUTHWEST ZONE

Southwest Zone

Canyon Lake, Lake Elsinore, Murrieta, Temecula, Wildomar, and County of Riverside



The Southwest Zone is comprised of the unincorporated County and the Cities of Canyon Lake, Lake Elsinore, Murrieta, Temecula, and Wildomar. The Zone covers an estimated 536.1 square miles and has a population of approximately 391,147. The Southwest Zone has 16 projects on the adopted TIP, of which 3 projects are in the planning stages, 3 projects are in engineering, 4 projects are in the right-of-way phase, and 5 projects are under construction. One (1) project has been completed and is not shown

on the following page on the Southwest Zone 5-Year TIP table. It is listed under the Completed Projects list on Page 48.

Following are examples of projects that WRCOG has participated in with local jurisdictions in the Southwest Zone that were underway and/or completed during the fiscal year. These projects represent \$84.8 million in TUMF investment.

54 Completed Projects Since 2003

Central Zone

- Menifee/County of Riverside •Newport Road (Goetz Road to Murrieta Road) - widen 0 to 4 lanes
- Moreno Valley •Ironwood / Moreno Beach Intersection
 - Ironwood / Nason Intersection
 - Pigeon Pass Road (Climbing Rose Drive to Hidden Springs Road) - widen 2 to 4 lanes
 - Lasselle Street (John F Kennedy Drive to Alessandro Boulevard) - widen an additional northbound lane
- Perris •Oleander Avenue (Perris Boulevard to Indian Street) - widen new to 2 lanes
 - Placentia Avenue (Redlands Avenue to Wilson Avenue) - construct 2 new lanes
 - Ramona Expressway (I-215 to Evans Road) - widen 4 to 6 lanes
 - Ramona Expressway (I-215 to Perris Boulevard) (Phase 1) - widen 4 to 6 lanes
 - Ethanac Road (I-15 to Green Valley Parkway) - widen 2 to 4 lanes
- March JPA/Moreno Valley •Heacock Avenue (Perris Valley Storm Drain to San Michele Road) - widen 2 to 4 lanes

Hemet/San Jacinto Zone

- County of Riverside •Newport Road (Domenigoni Parkway), Leon Road to SR-79 - widen 0 to 6 lanes
- Hemet •Sanderson Avenue (Stetson Avenue to Domenigoni Parkway), Salt Creek Bridge - widen 2 to 4 lanes
 - Sanderson Avenue (Acacia Avenue to BNSF Railroad Tracks) - widen 2 to 4 lanes
 - Sanderson Avenue (Menlo Avenue to Esplanade Avenue) - widen 2 to 4 lanes
 - State Street (Chambers Street to Domenigoni Parkway) - widen 2 to 4 with center turn-lane
- San Jacinto •Sanderson Avenue (Esplanade Avenue to Ramona Expressway) - widen 2 to 4 lanes
 - Sanderson Avenue (Sanderson Avenue 579' south to Cottonwood)
- San Jacinto/County of Riverside •Sanderson Avenue / Ramona Expressway Intersection Improvements

Northwest Zone

- County of Riverside •Cantu Galleano Ranch Road / I-15 Interchange
 - Washington Street Improvements
 - La Sierra Avenue (Cleveland Avenue to El Sobrante Road) - widen 2 to 4 lanes
 - Valley Way (Sierra Avenue to Mission Boulevard) - widen 2 to 4 lanes
 - Bellegrave Avenue (Dodd Street to 1,058' East) & Cantu Galleano Ranch (East of Marlatt to 1,177' east)
 - Archibald Avenue (Branding Iron Drive to 65th Street) - widen 1 additional lane
 - Schliesman Road (765' west of Cucamonga Creek Bridge to 1690' East) - widen 2 to 6 lanes
- Corona •Lincoln Avenue / SR-91 Interchange Improvements
 - Ontario Avenue (Compton Avenue to Rimpau Avenue) - widen 5 to 6 lanes
 - Railroad Street (Buena Vista Avenue to Grand Boulevard) - widen 2 to 4 lanes
 - Magnolia Avenue (I-15 to Sherborn Street) - widen 4 to 6 lanes
 - Magnolia Avenue / I-15 Interchange
- Riverside •La Sierra Avenue (Cleveland Avenue to Indiana Avenue) - widen 2 to 4 lanes
 - La Sierra Avenue / SR-91 Interchange
 - SR-60 / Market Street Ramps - widen ramps and install traffic signal
 - Wood Road / Van Buren Boulevard Intersection Improvements
 - Overlook Parkway except bridge (Chateau Ridge to Sandtrack) - widen 2 to 4 lanes
 - Alessandro Boulevard (Arlington Avenue to Trautwein Road) - widen 4 to 6 lanes
 - Magnolia Avenue / U.P. Grade Separation (Beatty Drive to Elizabeth Street)
 - Columbia Avenue Grade Separation Overpass - widen to 4 lanes

Pass Zone

- Calimesa •Desert Lawn Drive (Palmer Avenue to Cherry Valley Boulevard) - widen 2 to 4 lanes

Southwest Zone

- County of Riverside •Anza Road, Eastern Bypass (El Chismisal Road to 1325') - widen 0 to 4 lanes
- Lake Elsinore •SR-74 Ortega / SR-74 Grand Intersection
- Murrieta •Los Alamos Road / I-215 Interchange
 - Clinton Keith Road / I-215 Interchange
- Temecula •Butterfield Stage Road (Rancho California Road to Murrieta Hot Springs Road)

Riverside County Transportation Commission

- Hemet/San Jacinto Zone •Ramona Expressway (SR-79 / Sanderson to West City Limits) - widen 2 to 4 lanes
- Northwest Zone •Foothill Parkway (El Cerrito Road) / I-15 Interchange
 - Van Buren Boulevard / SR-91 Interchange
 - Van Buren Boulevard (Andrew Street to Garfield Street) - widen 4 to 6 lanes
 - Van Buren Boulevard (Santa Ana River to Jackson) - widen 4 to 6 lanes
 - Green River Road / SR-91 Interchange - widen 2 to 6 lanes
- Southwest Zone •SR-79 Western Bypass, I-15 / French Valley to I-15 / SR-79 / Front - widen 0 to 4 lanes

Riverside Transit Agency

- Corona Multi-Modal Transit Center
- Perris Transit Center

Agenda Item No.: 6.8
Area Plan: Southwest
Zoning District: Rancho California
Supervisory District: Third
Project Planner: Tamara Harrison
Planning Commission: February 4, 2009

General Plan Amendment No. 920
Applicant: D 7 J 60, LLC
Engineer/Representative: VSL Engineering

COUNTY OF RIVERSIDE PLANNING DIRECTOR'S REPORT AND RECOMMENDATIONS

RECOMMENDATIONS:

The Planning Director recommends that the Board of Supervisors to adopt an order initiating proceedings for General Plan Amendment No. 920 from Rural: Rural Mountainous and Rural: Rural Residential to Community Development: Medium Density Residential and the Planning Commission made the comments below. The Planning Director continues to recommend initiation of the General Plan Amendment. For additional information regarding this case, see the attached Planning Department Staff Report(s).

PLANNING COMMISSION COMMENTS TO THE PLANNING DIRECTOR:

The following comment(s) were provided by the Planning Commission to the Planning Director:

Commissioner John Roth: Commissioner Roth commented that Estate Density Residential may be more appropriate than Medium Density Residential.

Commissioner John Snell: No Comments

Commissioner John Petty: Commissioner Petty recommended initiation from Rural: Rural Residential and Rural: Rural Mountainous to Community Development: Medium Density Residential with some hesitation.

Commissioner Jim Porras: No Comments

Commissioner Jan Zuppardo: No Comments

Agenda Item No.: 6.8
Area Plan: Southwest
Zoning Area: Rancho California
Supervisory District: Third
Project Planner: Tamara Harrison
Planning Commission: February 4, 2009

General Plan Amendment No. 920
Applicant: D & J 60 LLC
Engineer/Rep.: VSL Engineering

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

PROJECT DESCRIPTION AND LOCATION:

The applicant proposes to amend the General Plan Foundation and land use designation from "Rural: Rural Residential" (RUR: RR) (5 Acre Minimum) and "Rural: Rural Mountainous" (RUR: RM) (10 Acre Minimum), to "Community Development: Medium Density Residential" (CD: MDR) (2-5 du/ac) for an approximately 72.12-acre site. The project is located easterly of Anza Road, southerly of Santa Rita Road, and westerly of Los Caballos Road.

POTENTIAL ISSUES OF CONCERN:

The proposed site is located in the "Rancho California" and the "Wolf Valley" communities within the Southwest Area Plan. The site is surrounded by the Rural Residential designation to the north, south, east and west with some Rural Mountainous found to the south as well. Although the site is surrounded by land use designations found within the Rural Foundation Component there is a progression of Community Development land use designations coming from the south of the subject site. GPA00986 and GPA01026 are both Foundation Component General Plan Amendments directly to the west of the subject site that are proposing Community Development: Medium Density Residential. The proposal would continue the Community Development trend in the area and would be consistent with the overall vision for the community.

A number of residential tracts with similar densities as the proposal have been approved since the adoption of the General Plan in 2003 or are in process in the vicinity of the site. Tract Map (TR) 32813 which lies to the east of the subject site across Anza Road was approved for 59 single-family residential lots in 2007. Likewise, TR32227 was approved for 104 single-family residential lots in 2007 and lies southeast of the subject site across Anza Road. TR32778 lies to the southeast of the proposed site and is currently under review with the Planning Department, proposing 92 single-family residential lots. TR32988 is also currently under review and proposes 37 single-family residential lots to the east of the subject site. The review and approval of these tracts along with the development of Specific Plan No. 313, "Morgan Hill," has presented a substantial amount of change in the area since the adoption of the General Plan that substantiates the request.

A County fault line transects the northern parcels of the subject site which could potentially create fault hazards; however, as part of the review for TR32227 (Geologic Report No. 1484) no evidence of faulting was found in the area and therefore mitigation measures weren't necessary with TR32227. Development of the subject site would address faulting issues at the project level as well.

RECOMMENDATIONS:

Comment that adoption of an order initiating proceedings for General Plan Amendment No. 920 from Rural: Rural Residential and Rural: Rural Mountainous to Community Development: Medium Density Residential **would be appropriate**. The adoption of such an order does not imply that the proposed GPA will be approved.



February 4, 2009

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Agenda Item No. 6.8

Riverside County Planning Commission

General Plan Amendment No. 920

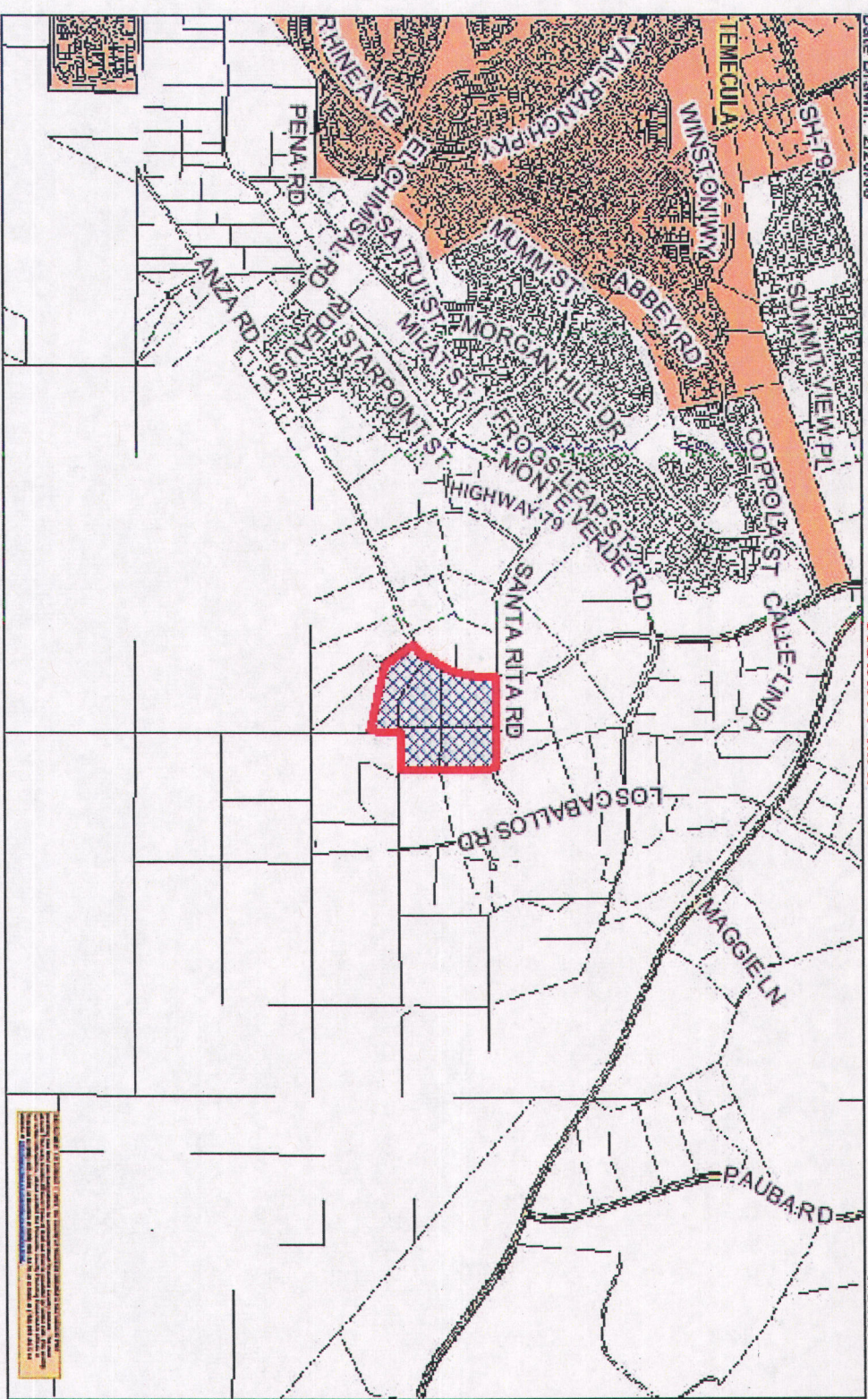


Vicinity Map

Supervisor Stone
District: 3
Date Drawn: 2/20/08

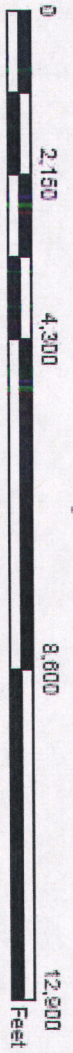
GPA00920
VICINITY MAP

Planner: Amy Aldana
Date: 2/21/08
VICINITY MAP



RIVERSIDE COUNTY PLANNING DEPARTMENT

Zone: Rancho California
Area: T8SR2W
Township/Range: T8SR2W
Section: 23 & 24



Assessors
Blk. Pg. 966-38
Thomas
Bros. Pg. 980 A3

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Aerial Photo





Development Opportunities

Site's Foundation Component:

Rural (RUR)

Surrounding Components:

North:
Rural (RUR)

South:
Rural (RUR)

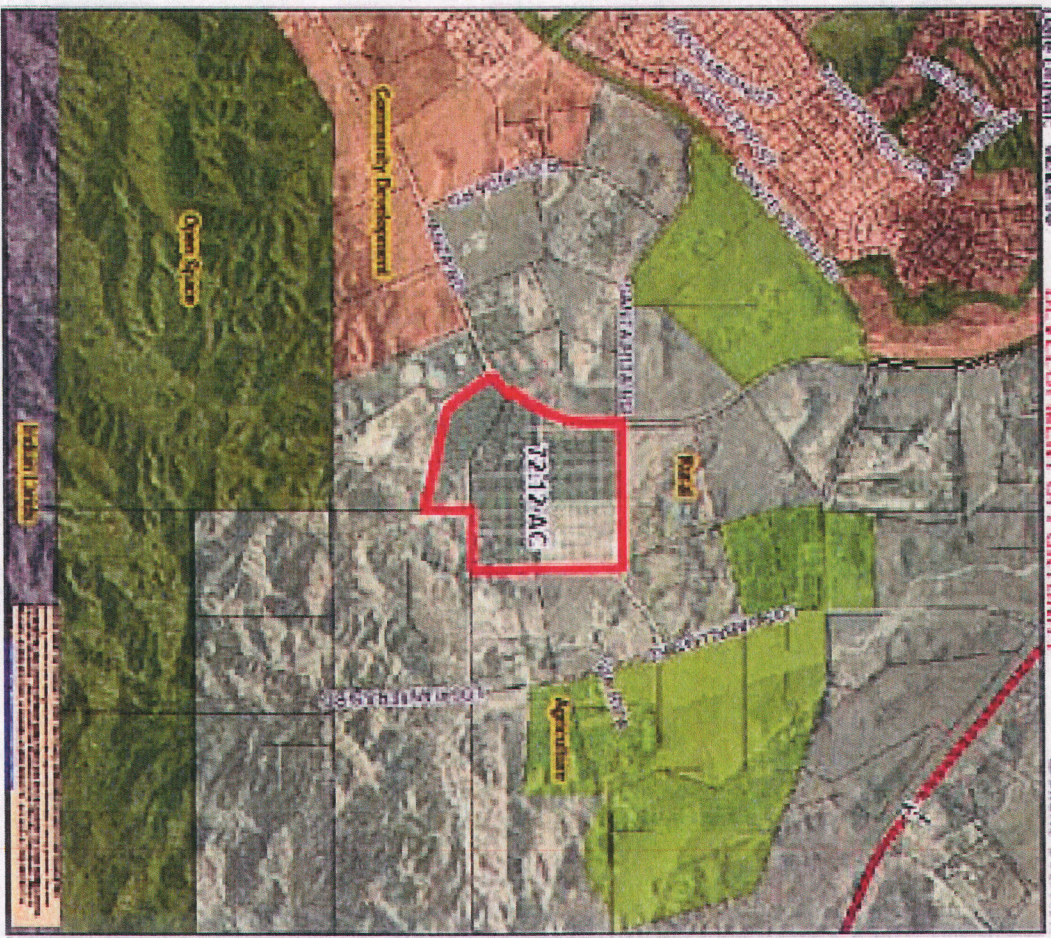
Open Space (OS)

East:
Rural (RUR)

Agriculture (AG)

West:
Rural (RUR)

Community Development (CD)



Supervisor's Office
District 3
Date Prepared: 02/20/08
DEVELOPMENT OPPORTUNITY
Planner: Amy Anderson
Date: 02/21/08
Exhibits Overview

Area: Rancho California
Plan: 185127W
Township/Range: 23 & 24
Section: 23 & 24
RIVERSIDE COUNTY PLANNING DEPARTMENT
Address: 300 S. Main St., Suite 200, Riverside, CA 92501
Tel: 951-955-7000
Fax: 951-955-7001
E-mail: planning@rcpland.com
Website: www.rcpland.com
Scale: 1" = 1,000'
North Arrow
Scale: 0 700 1,400 2,100 2,800 3,500 Feet



General Plan

Current General Plan:

- Rural: Rural Residential (RUR: RR) (5 acre min.)
- Rural: Rural Mountainous (RUR: RM) (10 acre min.)

Proposed General Plan:

Community Development: Medium Density Residential (CD: MDR) (2-5 du/ac)

Surrounding Designations:

North:
Rural: Rural Residential (RUR: RR) (5 acre min.)

South:
Rural: Rural Residential (RUR: RR) (5 acre min.)
Rural: Rural Mountainous (RUR: RM) (10 acre min.)

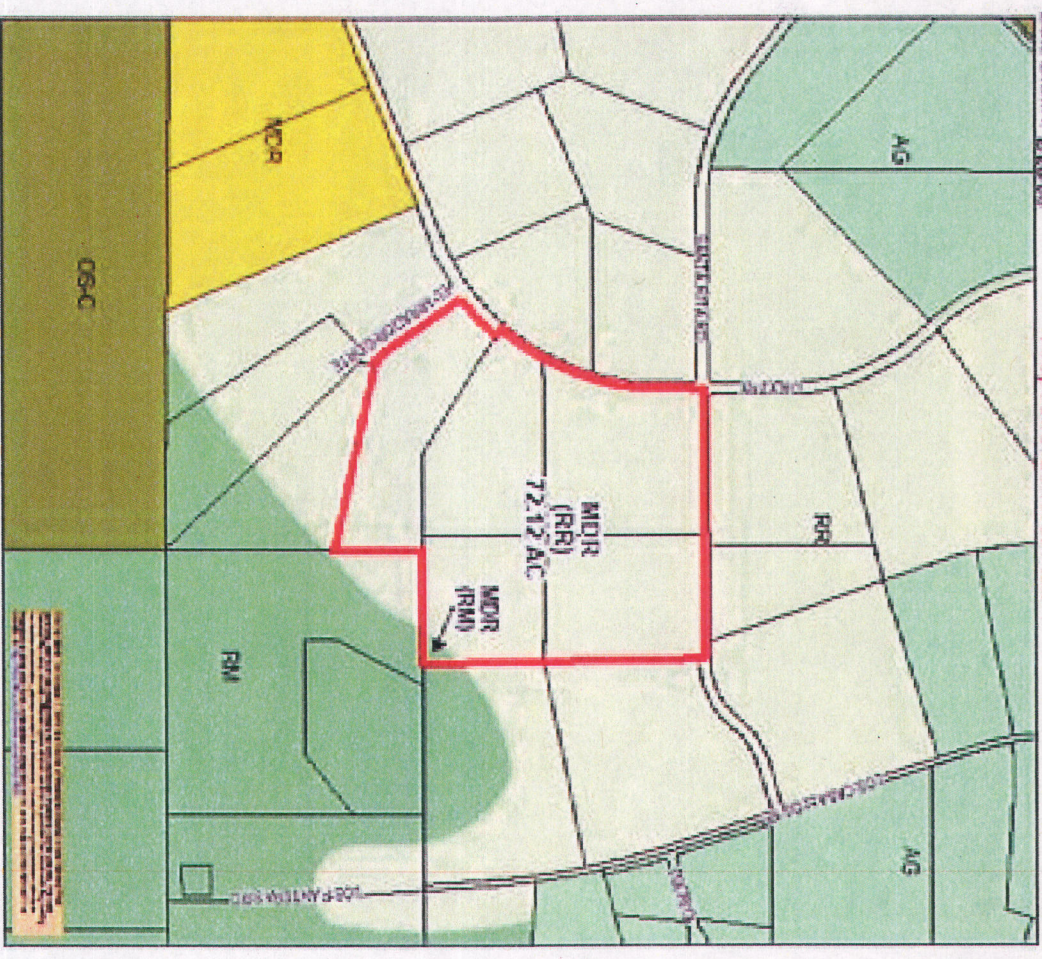
East:
Rural: Rural Residential (RUR: RR) (5 acre min.)
Rural: Rural Mountainous (RUR: RM) (10 acre min.)

West:
Rural: Rural Residential (RUR:RR) (5 acre min.)

Supervisor: Shione
District: 3
Date Drawn: 2/20/08

GPA00920
Proposed General Plan

Prepared: Amy Aldana
Date: 2/21/08
Exhibit 6



RIVERSIDE COUNTY PLANNING DEPARTMENT

Zone: Rancho California
 Address: 185821W
 Township/Range: 23 & 24
 Section: 23 & 24

ASSASSORS:
 Dk. Pg. 966-38
 Thomas Brook, Pg. 980-43

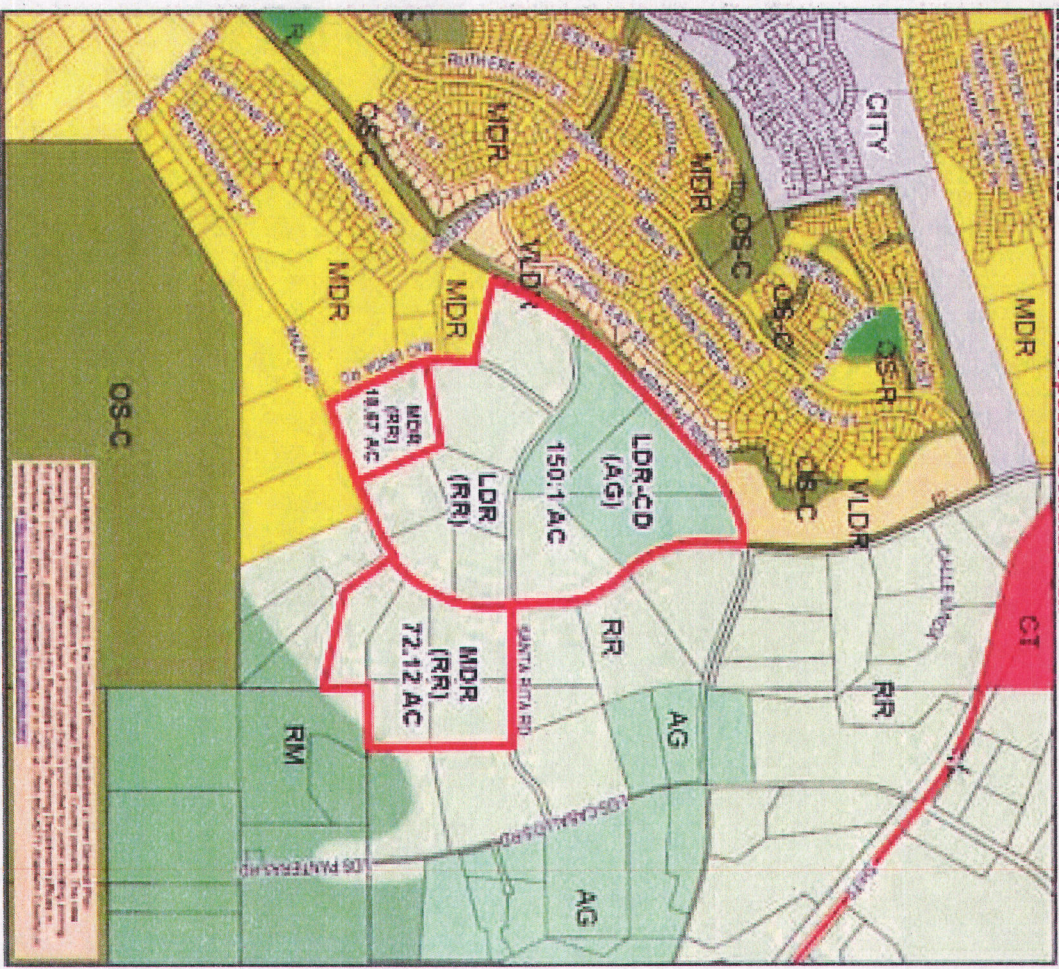
Scale: 0 400 800 1,600 2,400 Feet



Proposed Surrounding GPA's

Supervisor Stone
 District 3
 Date Drawn: 1/14/09
 Planner: Amy Aldana
 Date: 2/4/09
 Exhibit 5

GPA00920 GPA00986 GPA01026
 Proposed General Plan



RIVERSIDE COUNTY PLANNING DEPARTMENT

Assessor: BK Pg. 965-38
 Thomas
 Bios. Pg. 990 A3

Area: Rancho California
 Township/Range: T8S/R2W
 Section: 14, 23, 24

0 500 1,000 2,000 5,000 Feet

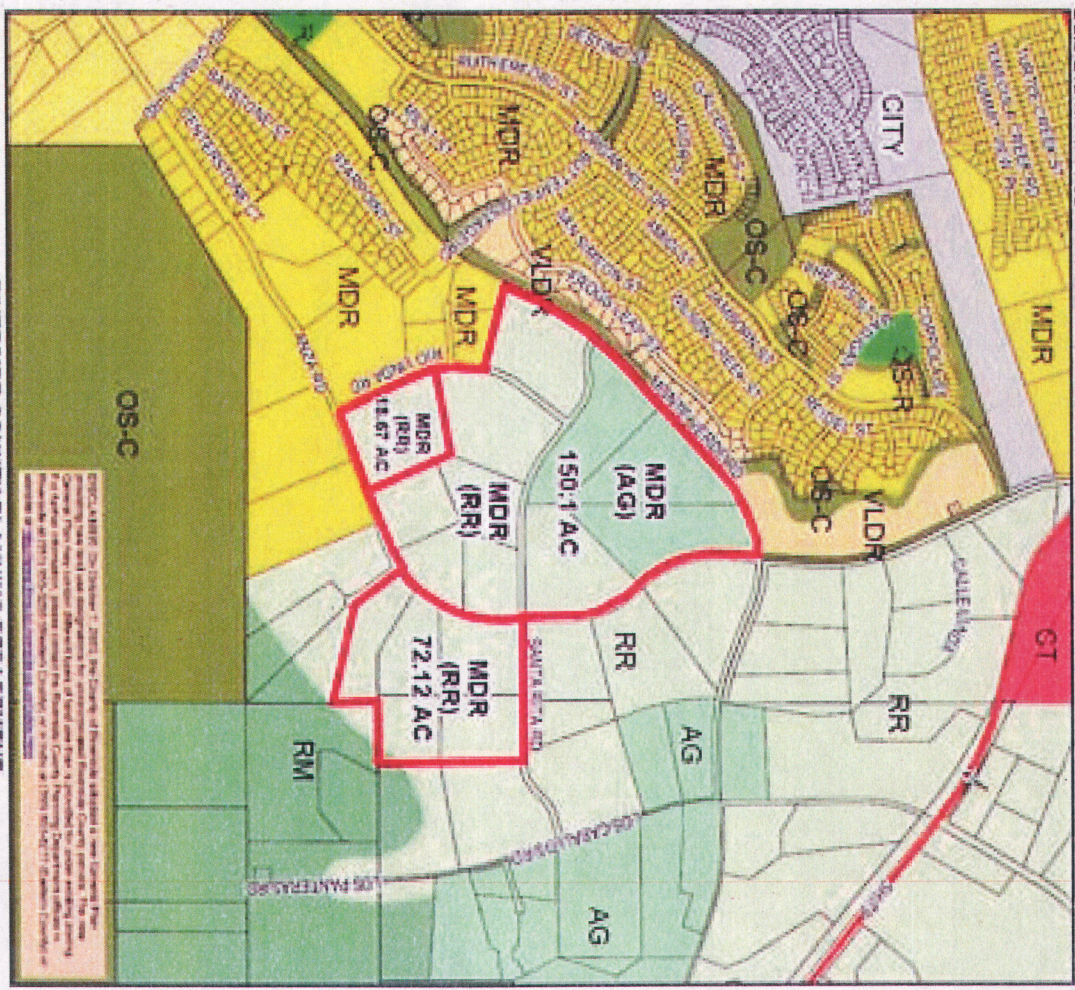
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Recommended Surrounding GPA's

Supervisor Stone
 District 3
 Date Drawn: 1/14/09
 Planner: Amy Adams
 Date: 2/4/09
 Exhibit 7

GPA00920 GPA00986 GPA01026
 Recommended General Plan



RIVERSIDE COUNTY PLANNING DEPARTMENT
 Area: Rancho California
 Township/Range: T8S/R2W
 Section: 14, 23, 24

Assessors
 Bk. Pg. 966-08
 Thomas
 Bkcs. Pg. 980 A3



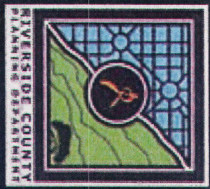
Issues of Concern

- There is a progression of Community Development land use designations coming from the south of the subject site. The proposal would continue the Community Development pattern present in the area and would be consistent with the overall vision for the community.
- The review and approval of surrounding residential tracts along with the development of Specific Plan No. 313, "Morgan Hill," has presented a substantial amount of change in the area since the adoption of the General Plan that substantiates the request.



Recommendations

Comment that adoption of an order initiating proceedings for General Plan Amendment No. 920 from Rural: Rural Residential and Rural: Rural Mountainous to Community Development: Medium Density Residential **would be appropriate**. The adoption of such an order does not imply that the proposed GPA will be approved.



Zoning

Current Zoning:

Rural Residential
Residential Agricultural (10 acre min.)

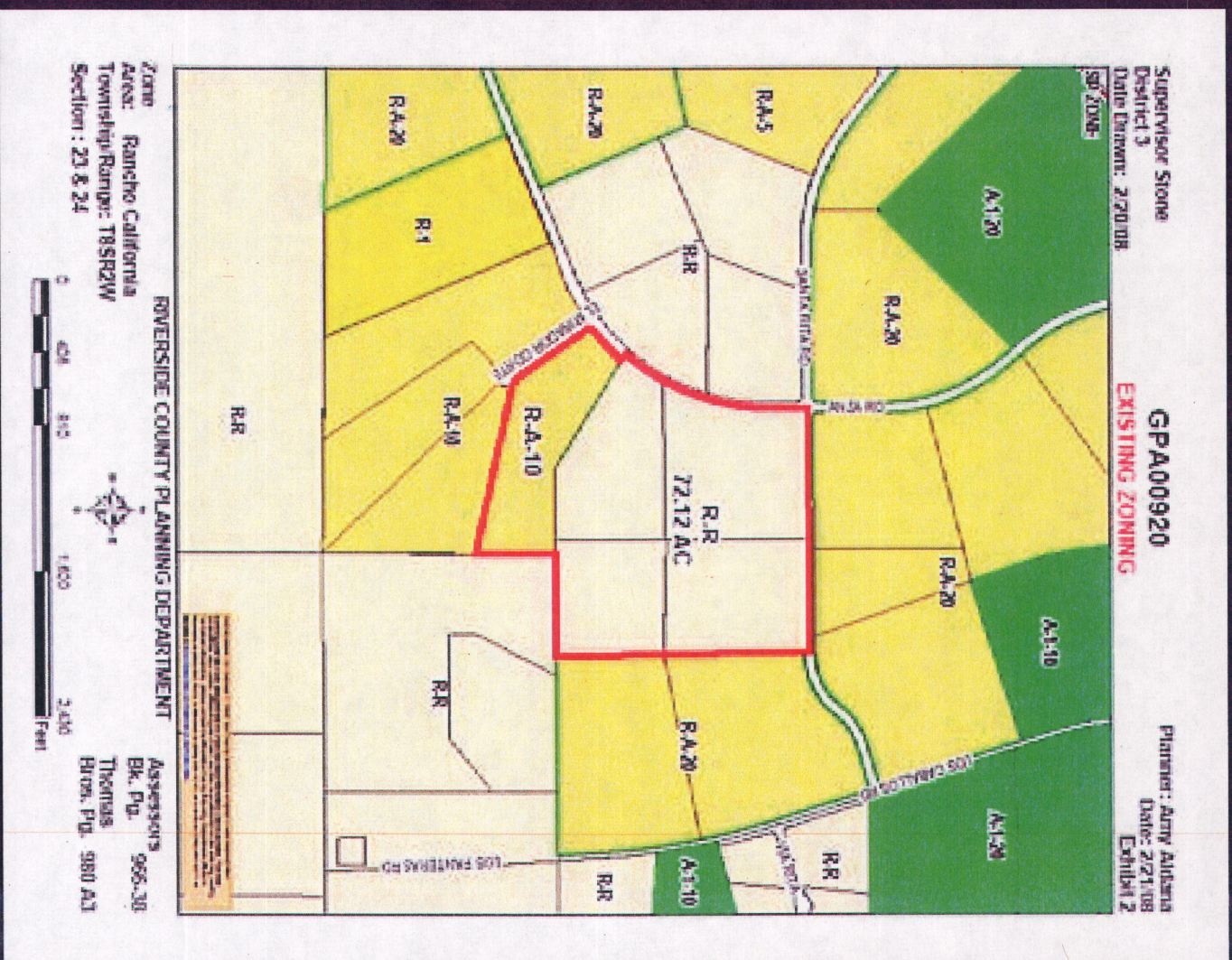
Surrounding Zoning:

North:
Residential Agricultural (20 acre min.)

South:
Rural Residential
Residential Agricultural (10 acre min.)

East:
Residential Agricultural (20 acre min.)
Rural Residential

West:
Rural Residential



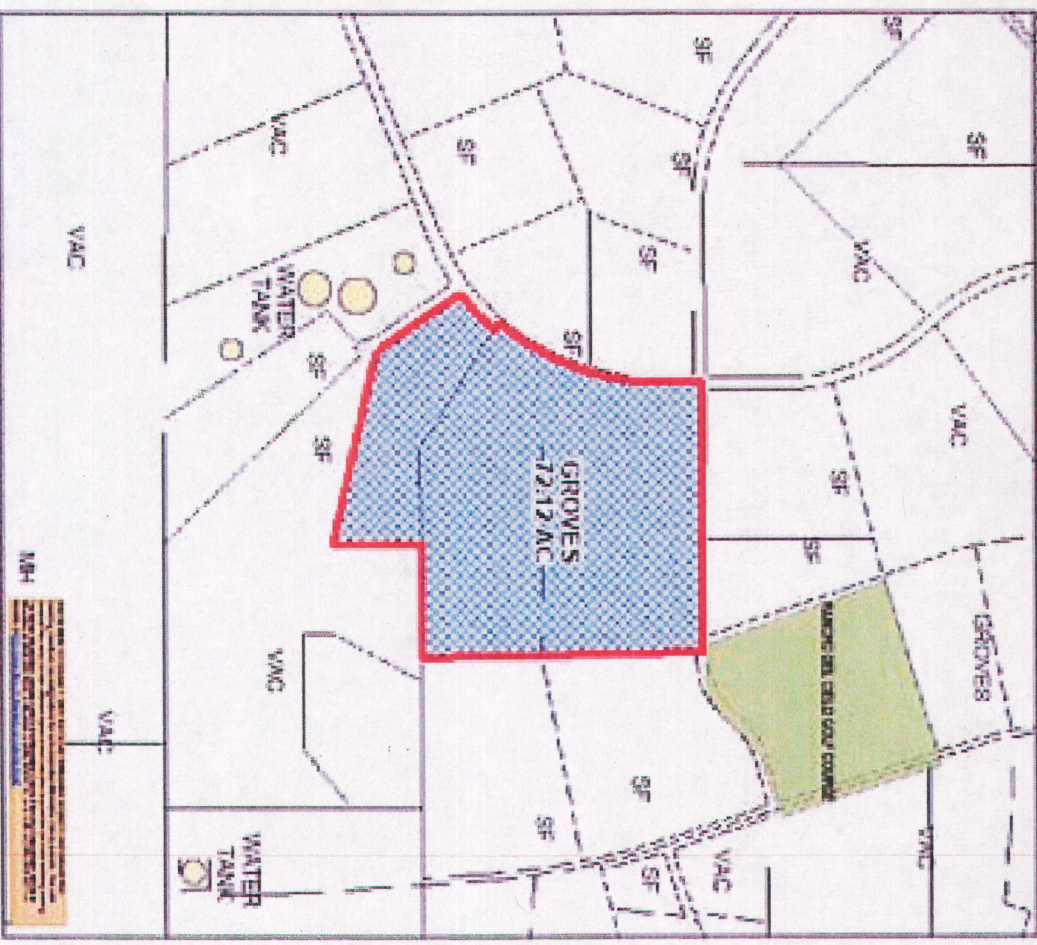


Land Use

Supervisor Stone
District 3
Order Number: 2/20/09

GPA00920
Land Use

Planner: Amy Adams
Date: 2/2/08
Exhibit 1



Zone Rancho California
Address
Township/Range: T8SR2W
Section : 23 & 24

ASSESSOR'S
Dk. Pgr. 908-23
Thomas
Bros. Pgr. 900 AD

RIVERSIDE COUNTY PLANNING DEPARTMENT



West:
Single Family Residential

East:
Single Family Residential
Vacant

South:
Single Family Residential

North:
Single Family Residential

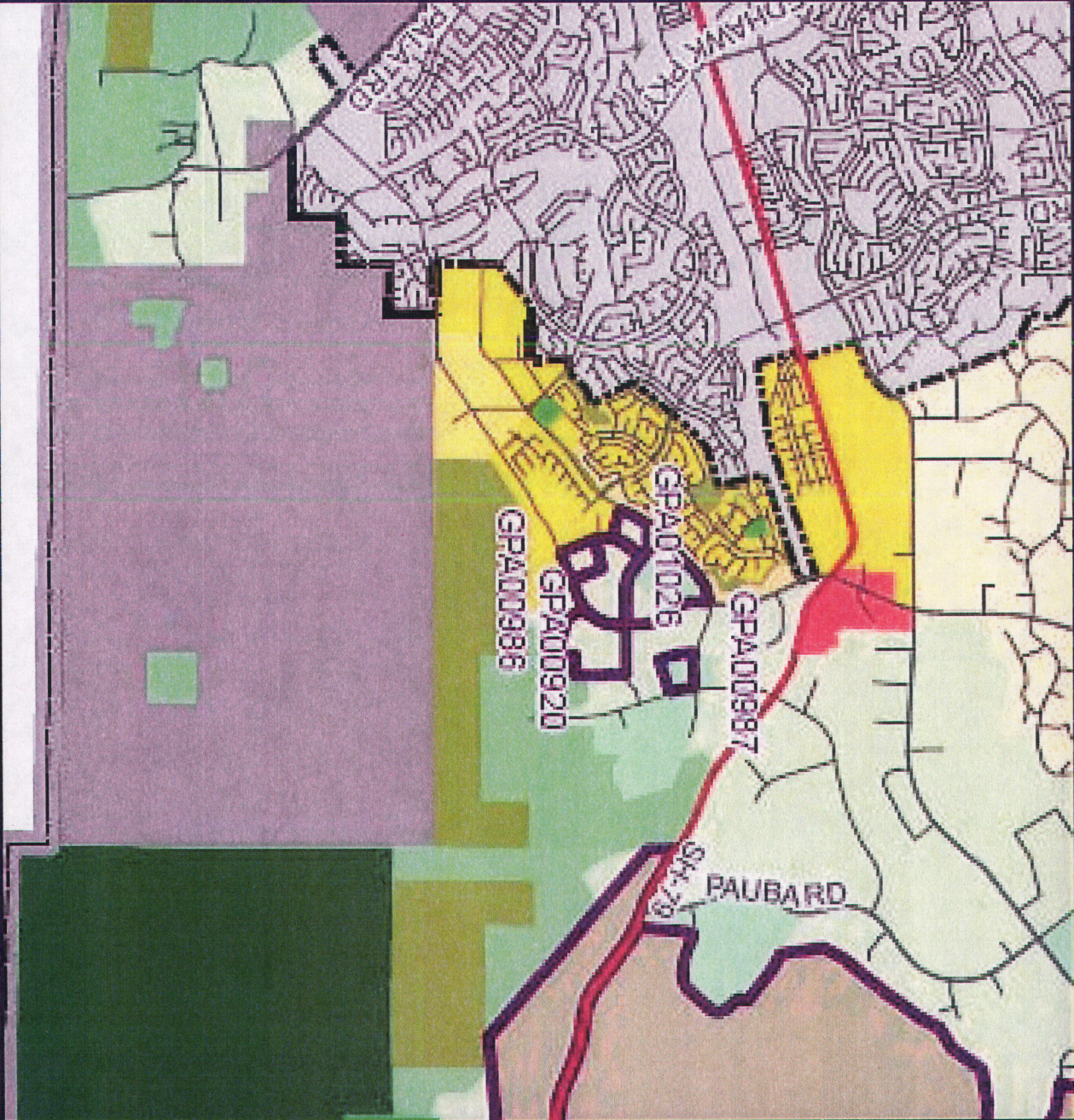
Surrounding Land Uses:

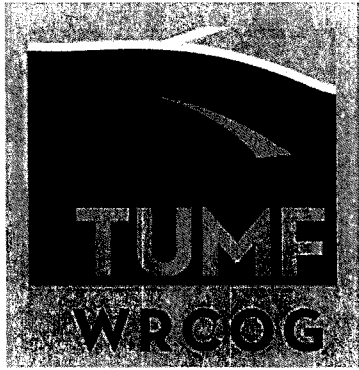
Groves

Current Land Use:



Adjacent Foundations Amendments





**TRANSPORTATION UNIFORM MITIGATION FEE
NEXUS STUDY
2009 UPDATE**

FINAL REPORT

Prepared for

The Western Riverside Council of Governments

In Cooperation with

The City of Banning
The City of Beaumont
The City of Calimesa
The City of Canyon Lake
The City of Corona
The City of Hemet
The City of Lake Elsinore
The City of Menifee
The City of Moreno Valley
The City of Murrieta
The City of Norco
The City of Perris
The City of Riverside
The City of San Jacinto
The City of Temecula
The City of Wildomar
The County of Riverside
Eastern Municipal Water District
March Joint Powers Authority
Western Municipal Water District

Prepared by

Parsons Brinckerhoff.

Adopted by WRCOG Executive Committee, October 5, 2009

6.0 FAIR-SHARE FEE CALCULATION

The fee amounts, by type of development, that are justified to mitigate the cumulative regional impacts of new development on transportation facilities in Western Riverside County are quantified in this section. The total cost of improving the TUMF system is \$4.26 billion. Existing funding obligated for improvements to the TUMF system totals \$270.8 million while unfunded improvement needs generated by existing development represent \$330.1 million of the total cost. The balance of the unfunded TUMF system improvement needs is \$3.77 billion which is the maximum value attributable to the mitigation of the cumulative regional transportation impacts of future new development in the WRCOG region, and will be captured through the TUMF Program. By levying the uniform fee directly on future new developments (and indirectly on new residents and new employees to Western Riverside County), these transportation system users are assigned their "fair share" of the costs to address the cumulative impacts of additional traffic they will generate on the regional transportation system.

Of the \$3.77 billion in unfunded future improvement needs, 69.2% (\$2.61 billion) will be assigned to future new residential development and 30.8% (\$1.16 billion) will be assigned to future new non-residential development.

6.1 Residential Fees

The portion of the unfunded future improvement cost allocable to new residential development through the TUMF is \$2.61 billion. Since this future transportation system improvement need is generated by new residential development anticipated through the Year 2035, the fee will be spread between the residential developments projected to be constructed between 2007 and 2035. The projected residential growth from year 2007 to 2035 is 351,679 households (or dwelling units) as is indicated in **Table 2.1**.

Different household types generate different numbers of trips. To reflect the difference in trip generation between lower density "single-family" dwelling units and higher density "multi-family" dwelling units, the TUMF was weighted based on the respective trip generation rates of these different dwelling unit types. For the purposes of the TUMF Program, single family dwelling units are those housing units with a density of less than 8 units per acre while multi family units are those with a density of 8 or more units per acre. According to the RCCDR forecasts included in **Appendix B**, single family dwelling units (including mobile homes) are forecast to constitute 62.6% of the residential dwelling units in the region in 2035.

Data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, Eighth Edition (2008) show that, on average, single-family dwelling units generate 9.57 vehicle trips per dwelling unit per day, whereas apartments (considered to be representative of higher density multi-family dwelling units) generate 6.72 vehicle trips per unit per day⁷. If the fees are to be weighted in proportion to the trip generation

⁷ Based on ITE Trip Generation (2008), the "Apartment" land use category has trip generation characteristics indicative of a wide range of higher density multi-family residential development. The Trip Generation Manual indicates that the apartments category encompasses "a wide variety of units with different sizes, price ranges, locations and ages."

characteristics of the units, single-family residential units should be assigned a fee level that is 1.42 times the level of the fee assigned to each multi-family unit to levy the necessary \$2.61 billion to mitigate the cumulative regional transportation impacts of future new residential development. **Table 6.1** summarizes the calculation of the fee for single-family and multi-family dwelling units. **Appendix K** includes worksheets detailing the calculation of the residential (and non-residential) TUMF for Western Riverside County.

Table 6.1 - Fee Calculation for Residential Share (\$2.61 billion)

RESIDENTIAL SECTOR	2007 Dwelling Units	2035 Dwelling Units	Dwelling Unit Change	Trip Generation Rate	Trip Change	Percentage of Trip Change	Fee/DU
Single-Family	395,409	552,154	156,745	9.57	1,500,050	53.4%	\$8,873
Multi-Family	134,880	329,814	194,934	6.72	1,309,956	46.6%	\$6,231
TOTAL	530,289	881,968	351,679		2,810,006	100.0%	

Household data based on RivTAM; Trip Generation based on ITE Trip Generation (2008).

6.2 Non-Residential Fees

The portion of the unfunded future improvement cost allocable to new non-residential development through the TUMF is \$1.16 billion. Estimates of employment by sector were obtained from the RCCDR socioeconomic data included in **Appendix B**. From the 2035 employment forecast, the amount of employee growth in each sector was calculated. The employment figures were then translated into square footage of new development using typical ratios of square feet per employee developed by SCAG in its Land Use Density Conversion Factors for the Long Range Corridor Study San Bernardino and Riverside Counties (Cordoba Corporation/PBQD, August 20, 1990) and OCTA in its Orange County Subarea Modeling Guidelines Manual (June 2001). Worksheets showing the development of the TUMF employee conversion factors and the application of the conversion factors to calculate the square footage of future new non-residential development in Western Riverside County are included in **Appendix L**.

To account for the differences in trip generation between various types of non-residential uses, the new non-residential development was weighted by trip generation rate for each sector. Typical trip generation rates per employee were obtained from the Institute of Transportation Engineers (ITE) Trip Generation – Eighth Edition (2008), and were assigned to the non-residential categories as follows: Industrial – 3.2 trips per employee, Retail – 15.4 trips per employee⁸, Service – 4.2 trips per employee, and Public – 14.3 trips per employee. These rates were applied to the employment growth in each sector to determine the relative contribution of each sector to new trip-making, and the \$1.16 billion was then allocated among the non-residential categories on the basis of the percentage of new trips added. This proportionate non-residential fee share by sector was then divided by the estimated square footage of future new development

⁸ The median trip generation rate for 'Retail' was reduced by 43% to reflect the influence of pass-by trips using the weekday PM peak median pass-by trip rate for retail uses as derived from the ITE Trip Generation Handbook (June 2004).

to obtain the rate per square foot for each type of use. The calculation of the non-residential fee by sector is shown in **Table 6.2**.

Table 6.2 - Fee Calculation for Non-Residential Share (\$1.16 billion)						
NON-RESIDENTIAL SECTOR	Employment Change	Trip Generation Rate per Employee	Trip Change	Percentage of Trip Change	Change in Square Feet of Gross Floor Area	Fee/SF
Industrial	101,211	3.2	318,815	8.6%	57,535,808	\$1.73
Retail	47,594	15.4	732,948	19.7%	21,758,982	\$10.49
Service	338,226	4.2	1,420,549	38.1%	105,461,087	\$4.19
Government/Public	87,888	14.3	1,252,404	33.6%	39,061,333	\$9.98
TOTAL	574,919		3,724,715	100.0%	223,817,210	

Employment Change data based on RCCDR; Trip Generation based on ITE (2008); Change in Square Feet conversion factor based on Cordoba (1990) and OCTA (2001).

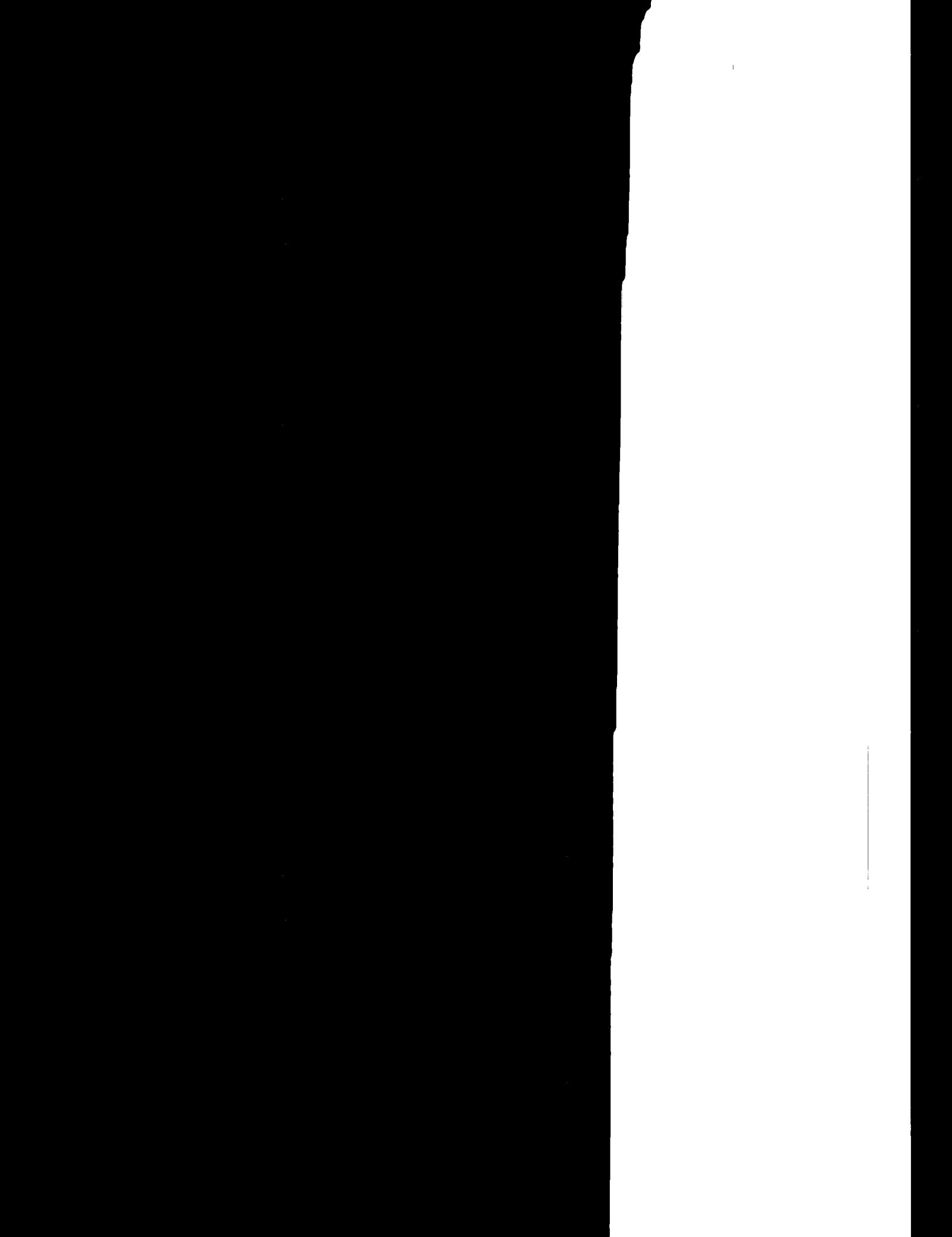
7.0 CONCLUSIONS

Based on the results of the Nexus Study evaluation, it can be seen that there is reasonable relationship between the cumulative regional transportation impacts of new land development projects in Western Riverside County and the need to mitigate these transportation impacts using funds levied through the proposed TUMF Program. Factors that reflect this reasonable relationship include:

- Western Riverside County is expected to continue growing as a result of future new development.
- Continuing new growth will result in increasing congestion on arterial roadways.
- The future arterial roadway congestion is directly attributable to the cumulative regional transportation impacts of future development in Western Riverside County.
- Capacity improvements to the transportation system will be needed to mitigate the cumulative regional impacts of new development.
- Roads on the TUMF network are the facilities that merit improvement through this fee program.
- Improvements to the public transportation system will be needed to provide adequate mobility for transit-dependent travelers and to provide an alternative to automobile travel.

The Nexus Study evaluation has established a proportional “fair share” of the improvement cost attributable to new development based on the impacts of existing development and the availability of obligated funding through traditional sources. Furthermore, the Nexus Study evaluation has divided the fair share of the cost to mitigate the cumulative regional impacts of future new development in Western Riverside County in rough proportionality to the cumulative impacts of future residential and non-residential development in the region. The respective fee allocable to future new residential and non-residential development in Western Riverside County is summarized for differing use types in **Table 7.1**.

Land Use Type	Units	Development Change	Fee Per Unit	Total Revenue (\$ million)
Single Family Residential	DU	156,745	\$8,873	\$1,390.8
Multi Family Residential	DU	194,934	\$6,231	\$1,214.6
Industrial	SF GFA	57,535,808	\$1.73	\$99.3
Retail	SF GFA	21,758,982	\$10.49	\$228.2
Service	SF GFA	105,461,087	\$4.19	\$442.3
Government/Public	SF GFA	39,061,333	\$9.98	\$389.9
MAXIMUM TUMF VALUE				\$3,765.1





Market Profiles

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March, 1 2014

Michele Staples
Jackson, DeMarco, Tidus and Peckenpaugh
Irvine Office
2030 Main Street, Suite 1200
Irvine, CA 92614

Re: South Anza Road Property Review

Dear Michele:

The property owned by J to the 5th, LLC, Husmand Taghdiri, Redhawk Investments, LLC, and Jonatkim Enterprises is an approximately 60 acre site. It consists of 5 separate parcels. Four of the parcels are a portion of Parcel 9 and/or 10 from a Record of Survey recorded November 2, 1966, and total 48.70 acres, more or less. The fifth parcel was created as Parcel 1 of Parcel Map 21046, recorded December 17, 1986, and totals 10.85 net acres. The property is currently planted with citrus crops and is an operating orchard.

While the land is currently operated agriculturally, both the property's General Plan designation and zoning are residential designations. The General Plan carries two different residential designations. Almost all of the site is designated as Rural Residential, allowing for one single-family residence per five acres. A small corner of the Property is designated as Rural Mountainous, allowing for one dwelling unit per ten acres. The zoning carries three different residential zoning designations, providing for the land to be developed as a number of single family residential lots. Approximately 80% (47.70 acres of 60 total acres) of the property is zoned RR, allowing for 1 dwelling unit per 5 acres. Approximately 1.66% of the property (estimated 1 acre of 60 total acres) of the property is zoned RM, allowing for 1 dwelling unit per 10 acres. The remaining 18.08% (10.85 acres of 60 total acres) of the property is zoned R-A-10,

allowing for 1 dwelling unit per 10 acres. The anticipated net lot yield for the property is shown on the attached Zoning Density Summary Table as 10.725, rounded to 3 decimal places. For purposes of this report, we will assume 10 lots could be developed, as the County of Riverside will most likely not round up when calculating project density.

Currently, the property is being considered by County of Riverside officials for a change in land use, as part of the proposed adoption of an overall planning measure called the Temecula Valley Wine Country Policy Area, promoting the creation of wineries and purporting to protect the community's equestrian rural lifestyle, while reducing the overall build out residential density for the area. The property would be included within the "Equestrian District". The proposed residential land use change for the property would limit single family residential development to lots of minimum 10 acres. The anticipated net lot yield for the property under this proposed reduced density zoning scenario is shown on the attached Zoning Density Summary Table as 5.955, rounded to 3 decimal places. For purposes of this report, we will assume 5 lots could be developed, as the County of Riverside will most likely not round up when calculating project density.

The property previously had proposed an initiated General Plan Amendment process to alter the property zoning for approximately 72 acres to MDR, with a density of 2-5 dwelling units to the acre. The proposal followed the successful approval of several other parcels to the west of the property to achieve the same zoning density as the proposal for the property. Using the expectation of 5 dwelling units to the acre, we have calculated the available number of single family lots that may be developed on the property, strictly on a unit count basis. The results are also summarized on the attached Zoning Density Summary Table. The lot yield at this zoning density becomes exponentially higher, making the property extremely valuable over and above its current condition, but in line with the existing and approved residential development projects nearby.

The results of the currently proposed down zoning effort on the property will result in the loss of 5 residential lots from current land use approvals; but are far greater if viewed in the context of allowing the property to receive the same developmental treatment that several of their neighboring property owners have. Several factors justify allowing the MDR zoning opportunity, and are summarized below.

1. All of the other project approvals, or pending approvals, abut proposed Anza Road, a major arterial roadway in the area. Anza Road is a 118 foot wide roadway, and consists of segments both north and south of Highway 79, as a part of the Eastern Bypass road designation in the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program. A roadway of this magnitude is designed to service large volumes of traffic. Land uses near such arterials seem more consistent with the development of smaller lot, more dense residential subdivisions, rather than a proposed rural/equestrian land use for areas fronting on such a major thoroughfare.
2. At least one other approved Tentative Tract Map has conditions attached to it requiring the construction of a portion of Anza Road to reach a paved portion of a County maintained roadway. The property will presumably need to address this issue, as the western boundary fronts on Anza. Building even the portion of Anza Road along the property boundary could be expected to cost over \$1,000,000.00, not including the grading needed to create the roadway sub-grade, and would still not provide the travel surfaces needed for emergency and service vehicles normally required by public agencies prior to building occupancy. Considering the units currently allowed by existing zoning, the added project costs would be between \$100,000.00 per unit (at RR zoning expectations) and \$200,000.00 per unit (at Wine Country-Equestrian zoning expectations). This places an inordinate burden on the property, making it all but unusable as currently planned if development is conditioned to install a portion of the Anza Road improvements fronting the property.
3. The proposed Equestrian District development standards are stated to allow a transition from existing development to other less intense land uses further from the residential core of the area. In reality, this District is proposed to be created over a small number of land parcels, several of which already appear to be occupied with existing individual residential structures. Only 16 separate parcels, 5 of which are owned by the Property Owners, are proposed to be included in this effort. Further, 3 of the 16 parcels appear to be precluded from any development whatsoever by virtue of their existence as sites for previously constructed and operational water reservoirs and appurtenant buildings. The

property ownership appears to be the primary, if not the sole entity that will suffer negative burden from the new downzoning effort, and could be considered an unequal application of government authority.

4. Existing zoning around the property is a confusing mix of densities, further negating the County position that a transition from the dense residential core is achievable. A map printed from the County of Riverside TLMA GIS website provides visual evidence of this. No fewer than 9 separate zoning designations exist, or have developed, within less than half a mile from the property, and there is no logical progression from “more dense to less dense”, as Planning dictates deem desirable. The various zoning categories, with noted inconsistencies, are:
 - a. A-1-20. This zone exists both east and west of the property, and in one case immediately adjacent to medium density residential development within the Morgan Hill community, certainly evidencing that no density drop down has any orderly progression in mind.
 - b. A-1-10. This zone actually exists both closer to and farther from the Morgan Hill SP Zone residential core than does the property, again not following any logical density transition.
 - c. R-A-20. This rural zone also exists westerly and northerly of the property, as well as to the east. No efficient transition strategy can be inferred from the location of these zones as well.
 - d. R-A-10. Less rural than R-A-20, portions of this zone exist adjacent to existing core residential densities, as well as at the outer edges of the proposed District.
 - e. R-A-5. This zone touches on two sides to standard R-1 zoning, and the parcel configuration suggests that this zone may have been created from some less dense land use in the past. It also abuts R-A-20 parcels in two locations.
 - f. RR. The current zoning for the majority of the property, this also exists immediately adjacent to Highway 79, and then out into the mountainous country to the south. The property is almost an island in the middle of all of the various zoning categories, yet is extremely close to approved MDR properties.

- g. R-1-18000. This appears to be a specialized density callout, as it is noted nowhere else within the vicinity of the property. This would seem to indicate a past willingness to take an individual parcel approach, and may allow for discussion beyond 5 or 10 acre development for the property.
- h. R-1. This zone makes up the majority of properties touching the western boundary of the proposed Equestrian District, and makes a good argument for continuing this approach to complete the run of property along Anza Road in the same manner.
- i. R-5. An open space zoning, allowing no residential development, it nonetheless is within the boundaries of two approved areas, and no doubt drove the density of those projects to cluster for maximum unit capacity.

In short, the property suffers the most of any property from implementation of any future downzoning effort. All others do not appear to be of sufficient size or zone to be adversely impacted, and the County has surely observed this in creating a separate Equestrian Zone at the far end of the Policy Area. No logical reason can be seen for creating this District.

We have compiled a table of zoning density for over 2,500 acres of property surrounding the property, and have included it for review. The summary shows evaluation of various zoning types by percentage of acreage, as well as by percentage of zoning type. Overwhelmingly, RR zoning dominates the area, and should provide an argument that a down zone not only is inconsistent with the mix of zones in the area, it would also take yet another property and make it not in sync with the majority of the undeveloped area south of Highway 79.

With the proposed implementation of the Equestrian District downzoning, we have previously discussed the loss of units. To evaluate the revenue impact of this downzone, we looked at average land sales prices to develop a value per acre to apply to the property. We looked at all Multiple Listing Service data regarding land sales in the Wine Country Policy area over a historical horizon. We separated these out into land sales north of Highway 79 and land sales south of Highway 79. Sales include builder bulk purchases, vacant individual sales and sales of land with improvements, without regard to separation, in order to address a true overall value. The results of this

analysis covered all 3 proposed Districts of the Policy Area, so as not to weight one type of sale over another.

The average land sale price per acre in the area north of Highway 79 came to approximately \$62,000.00 per acre. The average land sale price per acre in the area south of Highway 79 came to approximately \$38,400.00¹ per acre. As in previous work completed in this area, we note the assumption that no measurable market for 10 acre single family parcels appear to exist. The normal market sale of single family residential lots in the overall rural area is 2 to 5 acres. The additional acreage included in a lot used for single family development provides no added value to a sale. It therefore is assumed that 10 acre single family parcels are equal to 5 acre parcels in terms of price. In effect, 25 acres of land become worthless due to the down zoning proposed, not counting any fixed costs to develop that will rise on a per unit basis due to a loss of units.

To determine the loss forced upon the property solely due to down zoning, we take the loss of 5 residential lots and multiply that times the acreage values calculated in our land sales analysis. The resulting expected loss would range from \$1,550,000.00 to \$960,000.00.

Considering the above issues of development and zoning, the property seems most adapted to smaller lot subdivision. Assuming a 5 unit to the acre density with 7,200 square foot lots, a strict unit count total would reach as high as 297. This is 287 units more than the current zoning allowance, and 292 units more than the Wine Country Community Plan would allow. Assuming the construction of 3,000 square foot houses sold for \$525,000.00, the additional gross revenue for this site would be \$150,675,000.00. Accounting for average levels of development costs, housing construction, sales, marketing, models, financing, overhead, supervision, customer service and insurance, the expected profit not realized by virtue of denial of

¹ Several parcels in the Land Sale analysis were input using an acreage total of .001. This was done on parcels where no sale was found. This effectively removed the parcel from inclusion into the average price per acre calculation. The basis of lands included in the analysis was off of surrounding Assessor's Parcel Maps, and we listed all parcels to show they had been considered before being included or excluded from the analysis. Similarly, where identical ownership was shown on multiple parcels, but the same sales price was listed for each parcel, we assigned a sales price of \$1.00 to all but one of the parcels, so as to most accurately reflect a bulk land sale while including all of the acreage purchased.

development at surrounding approved densities could be as much as \$12-\$15 million dollars.

This loss in expected revenue based on current zoning and loss of opportunity based on surrounding development densities certainly reflects on land value in any future use consideration for the property. It also would negatively affect the loan-to-value ratio for future loans on the property or public assessments. It should be noted, however, that any fee or exaction this property would incur as a result of an entitlement process would be a revenue enhancement to the appropriate public agency leveeing the exaction, and should be considered by the County of Riverside if future development discussions are to ensue.

In summary, the proposed Wine Country Policy Area implementation seems ill advised as it relates to the property. The historical past of residential development and approval in this area lends itself to allowing the same opportunity. The increase in unit count for the County can only help to contribute to TUMF roadway completions, including the Anza Road portions of the Eastern Bypass, an already approved project within the TUMF Program. There does not appear to be any real planning justification for addition of an Equestrian District south of Highway 79, as the District is tiny in scope, disconnected from any other Equestrian portion of the Policy Area, impacts seemingly only one landowner within the proposed District Boundary and doesn't create a true transition of land uses into the rural and open space areas south and east of the City of Temecula. Implementing this Policy will have negative impacts to Fee Program and public improvement revenues alike, and should be evaluated in the overall context of developing the property to its highest and best use.

Sincerely,



Ron Freeman
Principal
MARKET PROFILES, INC.

Real Estate Investment Parcel Comparison Summary

Assessor's Parcel Number	Sales Price	Acreage	Price Per Acre	Sale/Record Date
917-310-004	\$ 575,000.00	27.87	\$ 20,631.50	7/21/2003
917-310-007	\$ 1.00	18.39	\$ 0.05	4/15/2004
917-310-008	\$ 52,000.00	4.51	\$ 11,529.93	6/17/1997
917-310-009	\$ 130,000.00	4.52	\$ 28,761.06	10/12/1999
917-310-010	\$ 40,000.00	4.5	\$ 8,888.89	3/30/1999
917-310-011	\$ 55,000.00	4.52	\$ 12,168.14	6/22/1999
917-310-015	\$ 525,000.00	4.51	\$ 116,407.98	5/22/2002
917-310-018	\$ 1.00	2.27	\$ 0.44	10/14/2004
917-310-019	\$ 1.00	2.06	\$ 0.49	10/14/2004
917-310-020	\$ 1.00	2.27	\$ 0.44	10/14/2004
917-310-021	\$ 1.00	2.06	\$ 0.49	10/14/2004
917-310-023	\$ 1.00	2.25	\$ 0.44	4/1/1989
917-310-024	\$ 1.00	2.27	\$ 0.44	4/1/1989
917-310-025	\$ 1.00	2.41	\$ 0.41	4/1/1989
917-310-026	\$ 10,000.00	2.8	\$ 3,571.43	4/1/1989
917-310-027		0.001	\$ -	
917-310-028	\$ 690,000.00	2.33	\$ 296,137.34	1/25/2013
917-310-029	\$ 449,000.00	2.33	\$ 192,703.86	6/16/2000
917-310-030		0.001	\$ -	
917-310-033	\$ 1,625,000.00	8.92	\$ 182,174.89	7/22/2003
917-310-034	\$ 100,000.00	4.74	\$ 21,097.05	6/27/2012
917-310-035	\$ 100,000.00	4.71	\$ 21,231.42	6/27/2012
917-310-036	\$ 1.00	16.05	\$ 0.06	7/22/2003
917-310-037	\$ 1.00	0.84	\$ 1.19	7/22/2003
917-310-038	\$ 600,000.00	4.5	\$ 133,333.33	12/5/2002

Real Estate Investment Parcel Comparison Summary

917-260-031	\$	75,000.00	2.04	\$	36,764.71	5/1/1987
917-260-032	\$	117,000.00	2.32	\$	50,431.03	1/4/1997
917-260-033	\$	100,000.00	2.32	\$	43,103.45	7/9/1998
917-260-036	\$	1.00	1.9	\$	0.53	10/14/2004
917-260-037	\$	36,500.00	2.33	\$	15,665.24	11/4/1987
917-260-038	\$	449,000.00	2.33	\$	192,703.86	10/11/2012
917-260-040	\$	1.00	0.03	\$	33.33	10/14/2004
917-260-041	\$	1.00	5.78	\$	0.17	12/24/2012
917-260-042	\$	62,500.00	5.9	\$	10,593.22	11/1/1996
917-260-043			0.001	\$	-	
917-260-044	\$	1.00	5.88	\$	0.17	12/24/2012
917-260-045	\$	1.00	5.58	\$	0.18	12/24/2012
917-260-046	\$	110,000.00	5.54	\$	19,855.60	1/30/2001
917-260-047	\$	1.00	5.55	\$	0.18	12/24/2012
917-260-048	\$	1.00	5.58	\$	0.18	12/24/2012
917-260-049	\$	450,500.00	4.04	\$	111,509.90	4/18/2011
917-260-050	\$	670,000.00	3.77	\$	177,718.83	3/10/2005
917-260-051	\$	750,000.00	3.77	\$	198,938.99	7/5/2006
917-260-052	\$	745,000.00	3.84	\$	194,010.42	6/21/2005
917-260-054	\$	1.00	13.19	\$	0.08	12/24/2012
917-260-055	\$	8,548,000.00	8.37	\$	1,021,266.43	12/24/2012
917-260-056	\$	179,500.00	2.23	\$	80,493.27	8/13/2013
917-260-057			0.001	\$	-	
917-260-058	\$	88,000.00	4.5	\$	19,555.56	11/14/2003
917-260-059			0.001	\$	-	
917-260-060	\$	137,000.00	3.94	\$	34,771.57	2/11/2003
917-260-061	\$	460,000.00	3.4	\$	135,294.12	3/9/2011
917-260-062	\$	152,500.00	1.84	\$	82,880.43	4/28/1995
917-260-063	\$	400,000.00	2.37	\$	168,776.37	7/15/2010
917-260-066	\$	1.00	8.5	\$	0.12	12/24/2012
917-260-067	\$	1.00	2.69	\$	0.37	12/24/2012
917-260-068	\$	1.00	2.37	\$	0.42	12/24/2012
917-260-081	\$	100,000.00	2.11	\$	47,393.36	11/19/2009
917-260-083			0.001	\$	-	
917-260-084	\$	499,000.00	4.67	\$	106,852.25	4/28/2010
917-260-085	\$	50,000.00	1.96	\$	25,510.20	6/7/2006
917-260-086	\$	1.00	2.83	\$	0.35	12/24/2012

Real Estate Investment Parcel Comparison Summary

917-300-001		302.64	\$	-	
966-380-004	\$ 4,100,000.00	11.94	\$	343,383.58	7/21/2008
966-380-005		10.27	\$	-	
966-380-006	\$ 889,000.00	19.98	\$	44,494.49	5/3/2010
966-380-007	\$ 553,400.00	19.56	\$	28,292.43	5/8/1996
966-380-008	\$ 1.00	18.78	\$	0.05	5/8/1996
966-380-009		0.001	\$	-	
966-380-010		0.001	\$	-	
966-380-011		0.001	\$	-	
966-380-012		0.001	\$	-	
966-380-013	\$ 928,000.00	17.6	\$	52,727.27	1/2/2007
966-380-014	\$ 2,000,000.00	18.45	\$	108,401.08	1/18/2013
966-380-015	\$ 1.00	19.94	\$	0.05	1/18/2013
966-380-016	\$ 315,000.00	19.11	\$	16,483.52	8/17/2012
966-380-017	\$ 850,000.00	12.83	\$	66,250.97	3/5/2009
966-380-018	\$ 1.00	6.89	\$	0.15	3/5/2009
966-380-019		0.001	\$	-	
966-380-020	\$ 285,000.00	17.45	\$	16,332.38	11/19/1999
966-380-021	\$ 1,500,000.00	18.76	\$	79,957.36	11/15/2005
966-380-022		0.001	\$	-	
966-380-023	\$ 650,000.00	19.39	\$	33,522.43	10/21/2013
966-380-024		0.001	\$	-	
966-380-025		0.001	\$	-	
966-380-026	\$ 775,000.00	9.62	\$	80,561.33	6/12/2003
966-380-027	\$ 630,000.00	9.59	\$	65,693.43	9/22/2009
966-380-033		0.001	\$	-	
966-380-034	\$ 220,000.00	10.2	\$	21,568.63	3/17/2004
966-380-035		0.001	\$	-	
966-380-036	\$ 330,000.00	8.57	\$	38,506.42	5/26/2000
966-380-037		0.001	\$	-	

Real Estate Investment Parcel Comparison Summary

927-180-002			0.001	\$	-	
927-180-006	\$	365,000.00	11.67	\$	31,276.78	3/28/2013
927-180-007	\$	530,000.00	11.25	\$	47,111.11	10/24/2005
927-180-012	\$	962,000.00	24.81	\$	38,774.69	10/29/2010
927-180-013			0.001	\$	-	
927-180-014			0.001	\$	-	
927-180-015			0.001	\$	-	
927-180-020	\$	400,000.00	21.01	\$	19,038.55	8/24/1993
927-180-021			0.001	\$	-	
927-180-026	\$	90,000.00	3.26	\$	27,607.36	6/29/2012
927-180-028			0.001	\$	-	
927-180-029			0.001	\$	-	
927-180-030			0.001	\$	-	
927-180-031			0.001	\$	-	
927-180-033	\$	95,000.00	5.3	\$	17,924.53	9/30/2013
927-180-034			0.001	\$	-	
927-180-035	\$	575,000.00	5.16	\$	111,434.11	4/24/2012

Redhawk Investment Parcel Comparison Summary

927-600-001			0.001	\$	-	
927-600-002	\$	900,000.00	9.62	\$	93,555.09	8/11/2005
927-600-003	\$	255,000.00	10.05	\$	25,373.13	11/3/2003
927-600-006	\$	162,000.00	9.99	\$	16,216.22	5/17/2002
927-600-007	\$	180,000.00	10.83	\$	16,620.50	4/28/2000
927-600-008	\$	800,000.00	7.79	\$	102,695.76	2/15/2006
927-600-009	\$	800,000.00	2.06	\$	388,349.51	2/15/2006
927-600-010	\$	92,000.00	11.15	\$	8,251.12	11/30/1998
917-110-004			0.001	\$	-	
917-110-006			0.001	\$	-	
917-110-007			0.001	\$	-	
917-110-010			0.001	\$	-	
917-110-011			0.001	\$	-	
917-110-012			0.001	\$	-	
917-110-013			0.001	\$	-	
917-110-014			0.001	\$	-	
917-110-015			0.001	\$	-	
917-110-016			0.001	\$	-	
917-110-017			0.001	\$	-	
917-110-018			0.001	\$	-	
917-110-019			0.001	\$	-	
917-110-020			0.001	\$	-	
917-110-021			0.001	\$	-	
927-610-001	\$	130,000.00	12.98	\$	10,015.41	12/30/1987
927-610-002	\$	1.00	7.38	\$	0.14	12/30/1987
927-610-003			0.001	\$	-	
927-610-004	\$	265,000.00	34.5	\$	7,681.16	9/21/1984
927-610-005	\$	400,000.00	10.21	\$	39,177.28	5/16/2012
Totals	\$	40,156,926.00	1045.734	\$	38,400.71	
Pre 2010 Avg.	\$	21,939,915.00	478.391	\$	45,861.89	
Post 2010 Avg.	\$	18,217,011.00	567.34	\$	32,109.34	
Redhawk Parcel Numbers		Acreage		Sales Price		Price Per Acre
966-380-028		13.08	\$	287,500.00		
966-380-029		12.15	\$	287,500.00		
966-380-030		12.57	\$	287,500.00		
966-380-031		10.9	\$	287,500.00		
966-380-032		10.85	\$	287,500.00		
		59.55	\$	1,437,500.00	\$	24,139.38

Assessor's Parcel Number	Zoning Description	Acreage	
917-310-004	RR, R-1, R-5	27.87	
917-310-007	RR, R-1, R-5	18.39	
917-310-008	RR	4.51	
917-310-009	RR	4.52	
917-310-010	RR	4.5	
917-310-011	RR	4.52	
917-310-015	RR	4.51	
917-310-018	RR	2.27	
917-310-019	RR	2.06	
917-310-020	RR, R-5	2.27	
917-310-021	R-5	2.06	
917-310-023	RR	2.25	
917-310-024	RR	2.27	
917-310-025	RR	2.41	
917-310-026	RR	2.8	
917-310-027	RR	2.33	
917-310-028	RR	2.33	
917-310-029	RR	2.33	
917-310-030	RR	2.33	
917-310-033	RR, R-1, R-5	8.92	
917-310-034	R-A-5	4.74	
917-310-035	R-A-5	4.71	
917-310-036	RR, R-5	16.05	
917-310-037	RR, R-1, R-5	0.84	
917-310-038	RR	4.5	

917-260-031	RR	2.04
917-260-032	RR	2.32
917-260-033	RR	2.32
917-260-036	R-1	1.9
917-260-037	RR	2.33
917-260-038	RR	2.33
917-260-040	R-1	0.03
917-260-041	R-1, R-5	5.78
917-260-042	R-5	5.9
917-260-043	R-5	5.82
917-260-044	R-1, R-5	5.88
917-260-045	R-A-2.5, R-1, R-5	5.58
917-260-046	R-1	5.54
917-260-047	R-1, R-5	5.55
917-260-048	R-A-2.5, R-5	5.58
917-260-049	R-5	4.04
917-260-050	R-5	3.77
917-260-051	R-5	3.77
917-260-052	R-5	3.84
917-260-054	R-1, R-5	13.19
917-260-055	R-1, R-5	8.37
917-260-056	R-5	2.23
917-260-057	R-5	2.49
917-260-058	R-5	4.5
917-260-059	R-5	3.69
917-260-060	R-5	3.94
917-260-061	R-5	3.4
917-260-062	RR	1.84
917-260-063	RR	2.37
917-260-066	R-1, R-5	8.5
917-260-067	R-A-2.5, R-1	2.69
917-260-068	R-1	2.37
917-260-081	RR	2.11
917-260-083	RR	1.9
917-260-084	RR	4.67
917-260-085	RR	1.96
917-260-086	RR	2.83

917-300-001	RR	302.64	
966-380-004	R-A-5, R-1- 12000	11.94	
966-380-005	R-A-10	10.27	
966-380-006	R-1	19.98	
966-380-007	R-1, R-5	19.56	
966-380-008	R-1, R-5	18.78	
966-380-009	R-1	19.8	
966-380-010	R-A-20	18.67	
966-380-011	R-A-5	18.57	
966-380-012	R-A-5	18.75	
966-380-013	R-A-20	17.6	
966-380-014	A-1-20	18.45	
966-380-015	A-1-20	19.94	
966-380-016	R-A-20	19.11	
966-380-017	R-A-20	12.83	
966-380-018	R-A-20	6.89	
966-380-019	R-A-20	19.72	
966-380-020	R-A-20	17.45	
966-380-021	R-A-20	18.76	
966-380-022	R-A-20	18.71	
966-380-023	R-A-20	19.39	
966-380-024	RR	9.16	
966-380-025	RR	9.31	
966-380-026	RR	9.62	
966-380-027	RR	9.59	
966-380-033	R-A-10	9.95	
966-380-034	R-A-10	10.2	
966-380-035	R-A-10	14.64	
966-380-036	A-1-10	8.57	
966-380-037	A-1-10	9.76	

927-180-002	RR	104
927-180-006	A-1-10	11.67
927-180-007	RR	11.25
927-180-012	A-1-20	24.81
927-180-013	A-1-20	21.44
927-180-014	A-1-20	10.58
927-180-015	A-1-20	12.69
927-180-020	A-1-20	21.01
927-180-021	A-1-20	1.6
927-180-026	RR	3.26
927-180-028	A-1-10	8.87
927-180-029	A-1-10	11.58
927-180-030	A-1-10	26.12
927-180-031	A-1-10	10.22
927-180-033	RR	5.3
927-180-034	RR	2.09
927-180-035	RR	5.16

927-600-001	R-A-10	9.84	
927-600-002	R-A-10	9.62	
927-600-003	R-A-10	10.05	
927-600-006	R-A-10	9.99	
927-600-007	R-A-10	10.83	
927-600-008	R-A-10	7.79	
927-600-009	R-A-10	2.06	
927-600-010	R-A-10	11.15	
917-110-004	RR	57.58	
917-110-006	RR	142.42	
917-110-007	RR	640	
917-110-010	RR	52.64	
917-110-011	RR	11.3	
917-110-012	RR	40.23	
917-110-013	RR	40.02	
917-110-014	RR	40.29	
917-110-015	RR	29.16	
917-110-016	RR	29.16	
917-110-017	RR	66.12	
917-110-018	RR	12.06	
917-110-019	RR	0.52	
917-110-020	RR	10.43	
917-110-021	RR	30.11	
927-610-001	R-A-10	12.98	
927-610-002	R-A 10	7.38	
927-610-003	RR	3.31	
927-610-004	RR	34.5	
927-610-005	A-1-10	10.21	
Total		2655.67	
		Acreage	% of Zoning
R-5 %	9%	49.45	2%
R-1%	4%	49.62	2%
RR %	41%	1790.69	67%
R-A %	20%	352.65	13%
A %	12%	227.52	9%
Mixed %	13%	185.74	7%
Redhawk Parcel Numbers	Zoning Description	Acreage	
966-380-028	RR	13.08	
966-380-029	RR	12.15	
966-380-030	RR	12.57	
966-380-031	RR	10.9	
966-380-032	R-A-10	10.85	



Redhawk Investment Acreage by Zoning Category	Acreage	Zoning Density per Acre	Available Single Family Residential Lots by Zoning Type	Average Acreage of Single Family Residential Lots to be Developed	Available Single Family Lots with proposed 7,200 Sq. Ft. Lot Zoning
Parcels in RR Zone	47.700	0.200	9.540		238.50
Parcels in RM Zone	1.000	0.100	0.100		5.00
Parcels in R-A-10 Zone	10.850	0.100	1.085		54.25
Totals	59.550	0.400	10.725	5.552	297.750
Redhawk Investment Lots Available Consistent with WC-E Zoning					
Parcels in WC-E Zone	59.550	0.100	5.955	10.000	297.750

Number of Available Single Family Residential Lots Lost
287.025
Number of Available Single Family Residential Lots Lost
291.795

Address	Zoning	Sales Price	Acreage	Price Per Acre
Calle Breeve	RR	\$ 240,000.00	5.08	\$ 47,244.09
Via Verde	CV	\$ 525,000.00	9.88	\$ 53,137.65
Santa Anita	RR	\$ 525,000.00	0.95	\$ 552,631.58
41155 Via Del Toronjo	RR	\$ 425,000.00	2.56	\$ 166,015.63
Lindsay Circle	RR	\$ 395,000.00	5.15	\$ 76,699.03
Camino Del Vino	RA	\$ 358,900.00	4.54	\$ 79,052.86
Lindsay Circle	RR	\$ 375,000.00	5.02	\$ 74,701.20
Avenida Brisa	RA 5	\$ 349,000.00	4.81	\$ 72,557.17
Calle Sereno	RR	\$ 375,000.00	4.4	\$ 85,227.27
De Portola	RR	\$ 382,000.00	3.21	\$ 119,003.12
Avenida De Acacia	RR	\$ 369,000.00	2.7	\$ 136,666.67
Via Del Ponte	RA	\$ 625,000.00	5	\$ 125,000.00
Calle Chico	RA	\$ 288,000.00	2.08	\$ 138,461.54
Camino Del Vino	CV	\$ 523,800.00	10	\$ 52,380.00
Calle Lagartija	RR	\$ 355,000.00	2.62	\$ 135,496.18
Via Verde	CV	\$ 465,000.00	5	\$ 93,000.00
Calle Nopal	RR	\$ 339,000.00	2.5	\$ 135,600.00
Calle Jojoba	RA 5	\$ 380,000.00	4.68	\$ 81,196.58
36051 E. Benton Road	A 1 20	\$ 1,000,000.00	22.44	\$ 44,563.28
38330 DePortola Road	R	\$ 763,420.00	10.38	\$ 73,547.21
34655 Calle Bella Loma	RA	\$ 450,000.00	6.31	\$ 71,315.37
38381 Mesa	A 1 10	\$ 1,675,000.00	44	\$ 38,068.18
Calle Contento	RR	\$ 587,000.00	4.89	\$ 120,040.90
Camino Del Vino	A 1 20	\$ 1,960,000.00	52.68	\$ 37,205.77
Berkswell Lane	R	\$ 580,000.00	2.46	\$ 235,772.36

MLS Land Sales Summary Wine Country Area North of Hwy 79.xlsx

33391 Madera De Playa	R	\$	320,000.00	2.35	\$	136,170.21
36524 Via Verde	CV	\$	485,000.00	5	\$	97,000.00
Willy Way	RR	\$	519,000.00	4.78	\$	108,577.41
Calle Nopal	RR	\$	415,000.00	2.5	\$	166,000.00
37697 E. Benton Road	RR	\$	265,000.00	2.64	\$	100,378.79
Calle Anita	RR	\$	440,000.00	2	\$	220,000.00
34775 Pauba Road	RA	\$	482,000.00	5	\$	96,400.00
Lomar Circle	RA 5	\$	640,000.00	4.74	\$	135,021.10
Calle Contento		\$	850,000.00	7.56	\$	112,433.86
39098 Calle Jojoba	RR	\$	455,000.00	4.76	\$	95,588.24
Fitzhugh Road	RR	\$	340,000.00	3.19	\$	106,583.07
Linda Via Road	RR	\$	520,000.00	4.57	\$	113,785.56
Vista Dawn	RR	\$	385,000.00	4.95	\$	77,777.78
34945 Via Del Ponte	O	\$	650,000.00	4.84	\$	134,297.52
Linda Rosea	R 1	\$	715,000.00	7.06	\$	101,274.79
Calle Contento	RA 5	\$	1,585,000.00	20	\$	79,250.00
41475 Anza Road	RR	\$	485,000.00	5	\$	97,000.00
Los Nogales	CV	\$	424,900.00	4.82	\$	88,153.53
Los Nogales	RA 5	\$	480,000.00	4.55	\$	105,494.51
Reid Court	CV	\$	410,000.00	2.13	\$	192,488.26
Celita	RR	\$	410,000.00	2.13	\$	192,488.26
40970 Anza Road	RR	\$	595,000.00	5	\$	119,000.00
Calle Nopal	RR	\$	372,500.00	1.75	\$	212,857.14
Calle Sereno	O	\$	735,000.00	5	\$	147,000.00
Summit Circle	RR	\$	400,000.00	2.41	\$	165,975.10
Summit Circle	RR	\$	400,000.00	1.96	\$	204,081.63
Finn	RR	\$	450,000.00	2.01	\$	223,880.60
35530 Pauba Road	RA 5	\$	590,000.00	5.02	\$	117,529.88
Tucalota Hills Road	RR	\$	175,000.00	7.4	\$	23,648.65
37009 East Benton	MHP	\$	280,000.00	4.66	\$	60,085.84
Vista Del Monte	CV	\$	380,000.00	4.74	\$	80,168.78
Calle Nopal	RR	\$	330,000.00	2.35	\$	140,425.53
41215 Via Del Toronjo	RR	\$	510,000.00	2.33	\$	218,884.12
33955 Calle Vista	RR	\$	650,000.00	5	\$	130,000.00
Calle Las Lomas	R	\$	420,000.00	20	\$	21,000.00
East Benton	CV	\$	3,160,000.00	10	\$	316,000.00
39000 De Portola Road	RM	\$	500,000.00	4.57	\$	109,409.19

Vino Way	RR	\$	295,000.00	3.21	\$	91,900.31
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MLS Land Sales Summary Wine Country Area North of Hwy 79.xlsx

Grapewood	M 3	\$	305,000.00	10.76 \$	28,345.72
Summit Circle	R	\$	280,000.00	2.4 \$	116,666.67
41560 Floyd Court	MHM	\$	250,000.00	2.62 \$	95,419.85
34945 Via Del Ponte	RA 5	\$	240,000.00	4.81 \$	49,896.05
Linda Via Road	O	\$	163,000.00	4.57 \$	35,667.40
De Portola Road	RR	\$	130,000.00	4.69 \$	27,718.55
Monte De Oro	RR	\$	298,000.00	4.52 \$	65,929.20
Finn		\$	108,000.00	2.45 \$	44,081.63
Via Carlotta	RR	\$	200,000.00	5.2 \$	38,461.54
Via Bella Vista	RR	\$	325,000.00	2.68 \$	121,268.66
Vista Dawn	RR	\$	125,000.00	4.95 \$	25,252.53
33955 Calle Vista	RR	\$	250,000.00	5 \$	50,000.00
Kapalua	RA	\$	200,000.00	4.21 \$	47,505.94
Calle Contento	CV	\$	1,100,000.00	22.8 \$	48,245.61
Camino Del Vino	A 1 20	\$	2,100,000.00	52.69 \$	39,855.76
Calle Nopal	RA	\$	108,000.00	2.35 \$	45,957.45
39527 Colleen Way	RA	\$	190,000.00	5.27 \$	36,053.13
39512 Colleen Way	RA	\$	190,000.00	4.99 \$	38,076.15
39498 Colleen Way	RA	\$	190,000.00	5.04 \$	37,698.41
Calle Nopal	RA 5	\$	100,000.00	4.64 \$	21,551.72
Calle Angosta	RR	\$	58,000.00	6.83 \$	8,491.95
Summit Circle	RA	\$	79,950.00	2.41 \$	33,174.27
Avenida Chica	RR	\$	65,000.00	3.87 \$	16,795.87
Calle Bella Loma	YZ 04	\$	109,900.00	5.12 \$	21,464.84
Camino Sierra Road	RR	\$	73,100.00	6.07 \$	12,042.83
33833 Rancho California Road	CV	\$	3,800,000.00	80 \$	47,500.00
Calle Angosta	RR	\$	59,000.00	10.03 \$	5,882.35
Madera De Playa Road	RR	\$	160,000.00	4.93 \$	32,454.36
37043 Tucalota Hillis Road	RA 5	\$	83,500.00	7 \$	11,928.57
Mesa Road	RA	\$	150,000.00	5 \$	30,000.00
127 Linda Rosea	R 1	\$	135,000.00	5.88 \$	22,959.18
34995 Via Del Ponte	RA	\$	175,000.00	4.7 \$	37,234.04
Linda Via Road	RA 2	\$	90,000.00	4.18 \$	21,531.10
Los Nogales	CV	\$	149,900.00	4.82 \$	31,099.59

De Portola Road /Avenida Chica		\$	147,000.00	3.87 \$	37,984.50
Calle Contento	CV	\$	800,000.00	20 \$	40,000.00
Vino Way	R	\$	165,000.00	2.23 \$	73,991.03
34775 Pauba Road	RA 2.5	\$	145,000.00	5 \$	29,000.00
Vista Del Monte	R 2	\$	324,000.00	19.26 \$	16,822.43
41195 Corte Catalunva	RA 2	\$	285,000.00	10.38 \$	27,456.65
Anza Road	RA 20	\$	315,000.00	19.11 \$	16,483.52
41570 Avenida Bordeaux	RR	\$	290,000.00	2.22 \$	130,630.63
Linda Via Road	RR	\$	135,000.00	6.47 \$	20,865.53
33955 Calle Vista	R 3	\$	290,000.00	4.49 \$	64,587.97
Glen Oaks Road	A 1 10	\$	350,000.00	11.94 \$	29,313.23
Avenida Chapala	RA 2.5	\$	172,000.00	2.75 \$	62,545.45
Calle Nopal	RA 2	\$	250,000.00	2.35 \$	106,382.98
Calle Nopal	RR	\$	126,500.00	1.75 \$	72,285.71
40851 Newton Road	R 3	\$	264,000.00	2.92 \$	90,410.96
Sandak and Linda Rosea Road		\$	295,000.00	5.065 \$	58,242.84
Rancho California Road	C/Z	\$	2,050,000.00	21.58 \$	94,995.37
Colleen Way	CV	\$	300,000.00	5 \$	60,000.00
Osterbero Street	RR	\$	150,000.00	4.76 \$	31,512.61

Anza Road	CV	\$	1,500,000.00	20.52 \$	73,099.42
496 Via Tranquilo	RA 5	\$	225,000.00	4.96 \$	45,362.90
Bandelero and Camino Sierra	YY	\$	206,000.00	5.91 \$	34,856.18
Calle Cabernet	RA	\$	465,000.00	4.23 \$	109,929.08
5 Via Del Toronjo	RA 5	\$	435,000.00	5.02 \$	86,653.39
Blanca Way	R	\$	247,500.00	2.35 \$	105,319.15
Los Nogales	RA 5	\$	180,000.00	4.5 \$	40,000.00
Calle Los Lomas	RA 5	\$	220,000.00	10.01 \$	21,978.02
Via Carlotta	RR	\$	375,000.00	10.7 \$	35,046.73
Calle Encantada	CV	\$	350,000.00	4.82 \$	72,614.11
35720 Pauba Road	RR	\$	325,000.00	6.06 \$	53,630.36
Totals		\$	59,250,870.00	953.03 \$	62,171.37
1. Records obtained from California Regional Multiple Listing Service reported data.					
2. No guarantee of accuracy can be given, due to the input nature of this information.					

