

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:

"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."

1 - 1

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 Tualota 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, 12th 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.

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://oeaaa.faa.gov/oeaaa/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.

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, 12th 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.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

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://oeaaa.faa.gov/oeaaa/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.

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. 5th 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, 12th 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.

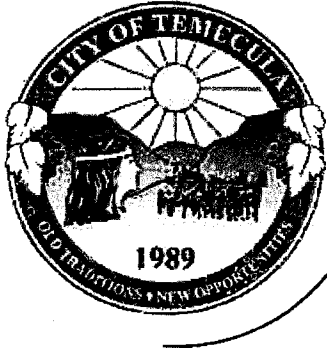
Sincerely,

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

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.

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

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

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

- 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 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 Subchapter 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 proposed 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

EXECUTIVE SUMMARY

County of Riverside, Boral Airport Center
 (GPA 01123, SP 265, A1, CZ 07806,
 TTM 36546 and AG01029) Draft EIR

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>Environmental Category / Issue and Avoidance, Minimization and Mitigation Measures</p>	
<p>TRANSPORTATION / TRAFFIC</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>Riverside County</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>	<p>Riverside County</p>
<ul style="list-style-type: none"> • 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. • 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. • 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. 	

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

TOM DODSON & ASSOCIATES

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.** 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) / Margarita 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 ¹	Intersection Approach Lanes ²								Delay ³ (secs.)		Level of Service ³					
			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																	
	Without CK and FV Connection	TS	2	3	1	2	3	1	2	3	1	2	2	1	57.5	85.9		
	With CK and FV Connection	TS	2	3	1	2	3	1	2	3	1	2	2	1	50.4	77.5	D	
4	Winchester Rd. (SR-79) / Technology Dr.																	
	Without CK and FV Connection	TS	1	3	d	1	3	d	1	2	0	1	2	0	13.0	17.4	B	B
	With CK and FV Connection	TS	1	3	d	1	3	d	1	2	0	1	2	0	13.1	18.3	B	B
5	Winchester Rd. (SR-79) / Wilhams Av.	TS	1	3	d	1	3	d	1	1	0	1.5	0.5	1	37.0	100.4	D	
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	
7	Winchester Rd. (SR-79) / Margarita Rd.	TS	2	3	1>	2	3	0	2	2	1>	2	2	1>	40.4	75.8	D	
8	Margarita Rd. / MHSR																	
	Without CK and FV Connection	TS	2	1	1	0.5	0.5	1	1	2	1>	1	3	0	52.8	122.8	D	
	With CK and FV Connection	TS	2	1	1	0.5	0.5	1	1	2	1>	1	3	0	47.4	111.0	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; 1l = Shared Left-Through-Right Lane; 0.5 = Shared Lane;

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

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

² 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 (9th 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 ¹	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 Fast Food w/ Drive Thru	21.50 TSF 8.00 TSF	129 201	119 193	248 394	141 141	98 130	239 271	2,734 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	6,786							
6	Ronpugh Ranch Regency and Target French Valley Crossings 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. Elementary School	1,200 STU 800 STU	312 136	240 96	552 232	96 8	96 8	192 16	1,740 816							
Ronpugh 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 French Valley Crossings 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			
TOTAL CUMULATIVE TRIPS (2015 CONDITIONS)				1,657	1,442	3,099	2,359	2,467	4,826	52,977							

¹ 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 K...

*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 ¹	Intersection Approach Lanes ²												Delay ³ (secs.)		Level of Service ³	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	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		
	- With Improvements	TS	2	4	0	2	3	1 ₂	2	3	1	2	3	0	39.8	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	
	- 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	19.1		
5	Winchester Rd. (SR-79) / Willows Av. <u>Without Improvements</u>	TS	1	3	d	1	3	d	1	1	0	1.5	0.5	1	38.4	112		
	- With Improvements	TS	1	4	0	1	3	d	1	1	0	1.5	0.5	1	35.4	54		
6	Winchester Rd. (SR-79) / Nicolas Rd. <u>Without Improvements</u>	TS	1	3	1	1	3	d	1	1	0	2	1	1	50.7	102		
	- 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. <u>Without Improvements</u>	TS	2	3	1 _{>}	2	3	0	2	2	1 _{>}	2	2	1 _{>}	42.2	84.4	D	
	- 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		
	- With Improvements ⁴	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	
	- With Improvements ⁴	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 imps. 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, ! = Shared Left-Through-Right Lane, 0.5 = Shared Lane,

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

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

⁴ 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 ¹	Intersection Approach Lanes ²												Delay ³ (secs.)		Level of Service ³	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	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 ⁵	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	68.8	114.5	F	F
	- With Improvements	TS	2	4	1>	2	4	2>	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. <u>Without Improvements</u>	TS	1	3	d	1	3	d	1	1	0	1.5	0.5	1	40.0	119.9		
	- With Improvements	TS	1	4	0	1	3	d	1	1	0	1.5	0.5	1	36.2	55.0		
6	Winchester Rd. (SR-79) / Nicolas Rd. <u>Without Improvements</u>	TS	1	3	1	1	3	d	1	1	0	2	1	1	81.5	169.4		
	- 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. <u>Without Improvements</u>	TS	2	3	1>	2	3	0	2	2	1>	2	2	1>	61.9	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 ⁵	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 ⁵	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, 1l = Shared Left-Through-Right Lane, 0.5 = Shared Lane,

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

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

⁴ Modify east/west protected phasing to split phasing.

⁵ Remove west leg crosswalk

Mitigation imp.
 may not be
 feasible. Requires
 additional ROW

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%
5	Winchester Rd. (SR-79) / Willows Av.					
	AM Peak Hour	3294	4605	1311	57	4.3%
6	Winchester Rd. (SR-79) / Nicolas Rd.					
	PM Peak Hour	4722	6170	1448	76	5.2%
7	Winchester Rd. (SR-79) / Margarita Rd.					
	AM Peak Hour	3685	5312	1627	57	3.5%
8	Margarita Rd. / MHSR					
	PM Peak Hour	4573	5981	1408	77	5.5%
9	Margarita Rd. / MHSR					
	AM Peak Hour	4774	6616	1842	48	2.6%
10	Margarita Rd. / MHSR					
	PM Peak Hour	6799	8814	2015	64	3.2%
11	Margarita Rd. / MHSR					
	AM Peak Hour	3527	4203	676	57	8.4%
12	Margarita Rd. / MHSR					
	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.

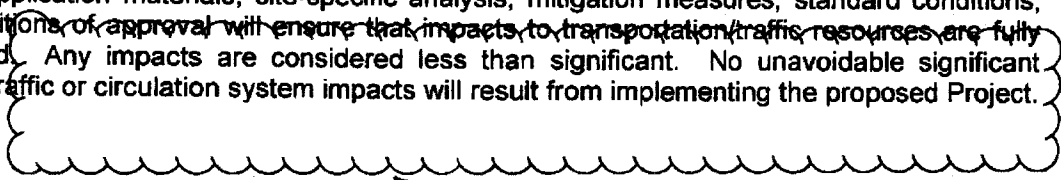
According to the analysis above, with adherence to standard conditions, and incorporation of mitigation measures, the Project will not exceed established thresholds related to transportation/traffic. The thresholds have been established to address Project-specific impacts, as well as their contribution 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 performance for 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

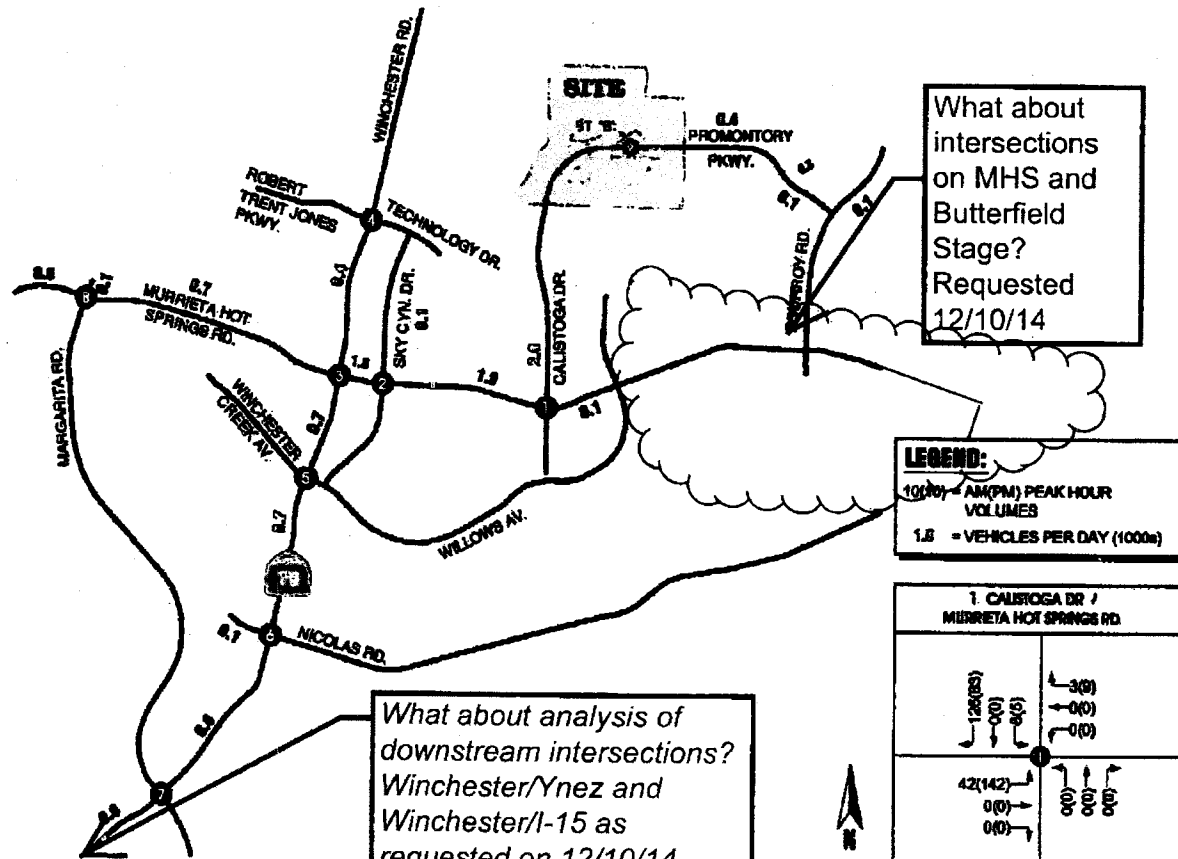
Are the proposed mitigation imps. actually covered under TUMF without an identified project?

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.

FIGURE 4.8-2
Project Only Traffic Volumes



What about intersections on MHS and Butterfield Stage?
Requested 12/10/14

LEGEND:
10(20) = AM(PM) PEAK HOUR VOLUMES
1.8 = VEHICLES PER DAY (1000s)

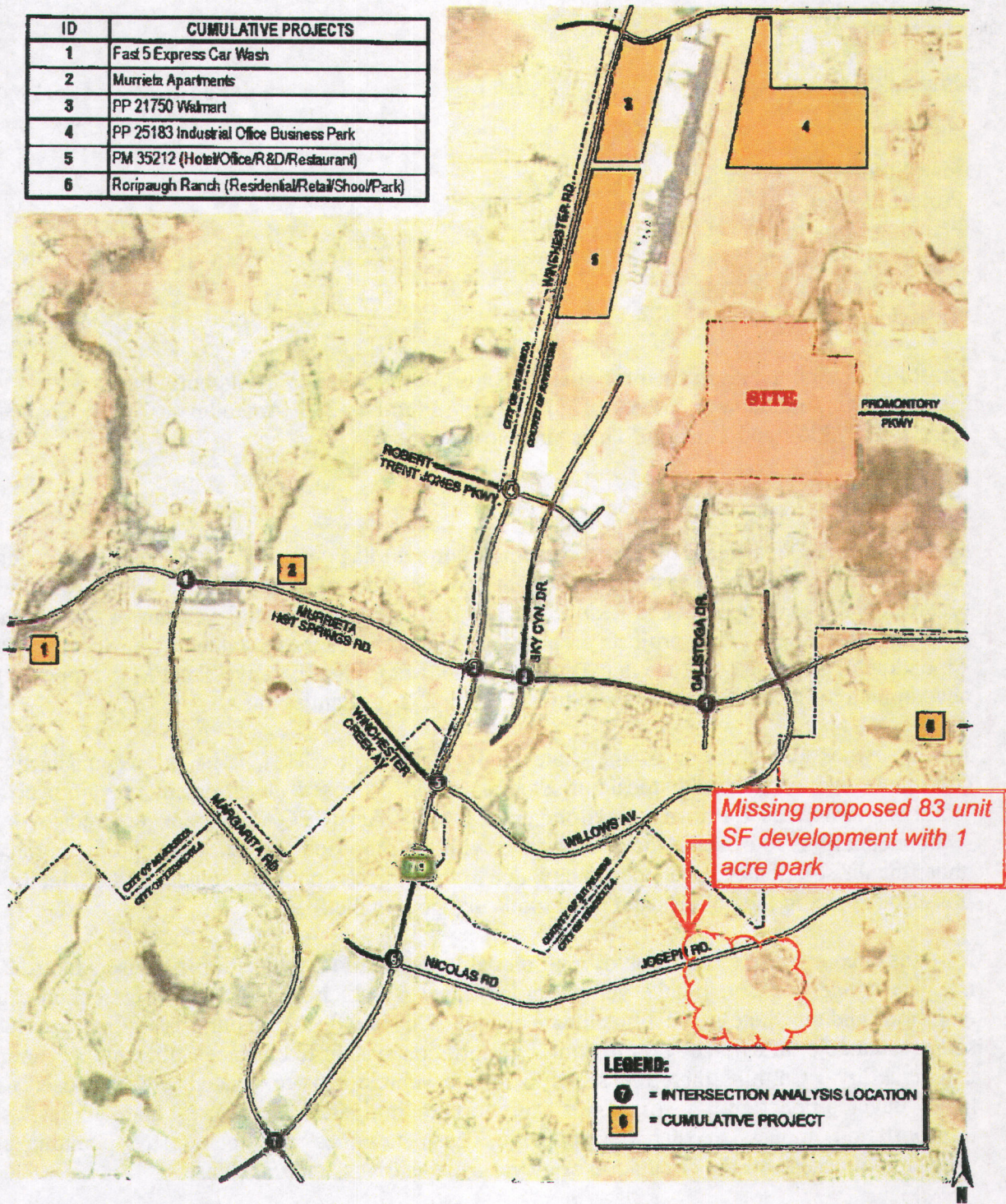
1 CALIROGA DR / MURRIETA HOT SPRINGS RD	
126(263) 0(0) 8(5)	3(5) 0(0) 0(0)
42(142) 0(0) 0(0)	0(0) 0(0) 0(0)

2. SKY CYN DR / MURRIETA HOT SPRINGS RD. 0(0) 0(0) 0(0) 8(5) 118(78) 0(0) 40(133) 0(0) 0(0) 0(0)	3. WINCHESTER RD (SR-79) / MURRIETA HOT SPRINGS RD 0(0) 0(0) 0(0) 24(16) 47(31) 47(31) 0(0) 0(0) 0(0) 16(53) 0(0) 0(0) 16(53)	4. WINCHESTER RD (SR-79) / TECHNOLOGY DR. 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0)	5. WINCHESTER RD (SR-79) / WILLOWS AV. 0(0) 0(0) 0(0) 47(31) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 16(53)
6. WINCHESTER RD. (SR-79) / NICOLAS RD 8(5) 33(26) 0(0) 0(0) 0(0) 0(0) 3(5) 0(0) 0(0) 0(0) 0(0) 13(44) 0(0) 0(0) 0(0)	7. WINCHESTER RD. (SR-79) / MARGARITA RD. 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 0(0) 13(44) 0(0) 0(0) 0(0)	8. MARGARITA RD / MURRIETA HOT SPRINGS RD. 0(0) 0(0) 0(0) 8(5) 33(26) 0(0) 0(0) 0(0) 0(0)	STREET T' / PROMONTORY PKWY. 0(0) 0(0) 0(0) 3(5) 11(7) 18(58) 3(5) 12 2(8) 3(11) 11(7) 18(58) 32(34) 0(0) 0(0) 5(3)

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

FIGURE 4.8-4
Cumulative Projects Location Map

ID	CUMULATIVE PROJECTS
1	Fast 5 Express Car Wash
2	Murrieta Apartments
3	PP 21750 Walmart
4	PP 25183 Industrial Office Business Park
5	PM 35212 (Hotel/Office/R&D/Restaurant)
6	Roripaugh Ranch (Residential/Retail/Shool/Park)



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

Tom Dodson & Associates
 Environmental Consultants

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 722)

464 WEST 4th STREET, 6th FLOOR

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TTY (909) 383-6300

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COMMENT LETTER #5

*Serious drought
Help save water!*

July 2, 2015

File: 08-RIV-79-PM-M6.93

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

Draft Environmental Assessment for the French Valley Residential Neighborhood
General Plan Amendment (GPA 01123); Specific Plan No. 265, Amendment No. 1; Change of
Zone (CZ 07806); and Tentative Tract Map No. 36456

Mr. Straite,

The California Department of Transportation (Caltrans) has completed the review of the above mentioned project, located east of SR-79 right-of-way, south of vacant land and Borel Road, west of a residential development and Leon Road, and north of a residential development and Murrieta Hot Springs Road. The project proposes a General Plan Amendment, a Specific Plan Amendment, a Change of Zone and Tentative Tract Map. The Tentative Tract Map proposes the development of a medium-density subdivision with 271 residential lots.

5-1

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. Under the California Environmental Quality Act (CEQA), we are required to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of Riverside County, due to the project's potential impact to State facilities, it is also subject to the policies and regulations that govern the SHS.

5-2

Caltrans encourages the provision of multimodal transportation options for road users in order to mitigate congestion and reduce vehicle miles traveled, which in turn reduces greenhouse gas emissions and our State's effect on climate change. This is reflected in our mission, to "provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability". Caltrans therefore seeks to reduce vehicle trips associated with proposed new local development and recommends appropriate mitigation measures that address the transportation impacts of such development. These measures may include the planning and provision of access for the circulation of bicycles, pedestrians, and transit users.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

**RESPONSES TO COMMENTS
LETTER #5
CALIFORNIA DEPARTMENT OF TRANSPORTATION
DISTRICT 8**

- 5-1 Your comment is noted and will be retained in the project file that is made available to the County decision-makers prior to a decision on the proposed project.
- 5-2 Your comment is noted and will be retained in the project file that is made available to the County decision-makers prior to a decision on the proposed project. The project includes internal measures that support pedestrian and bicycle modes of transportation.

Under Deputy Directive 64-R2: Complete Streets- Integrating the Transportation System (10/17/2014), Caltrans employees have been advised to:

5-3

- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

5-4

Additionally, under Assembly Bill 1358- the California Compete Streets Act of 2008, and detailed in the California Governor's Office of Planning and Research's "Update to General Plan Guidelines: Complete Streets and the Circulation Element" (December 2010), language was added to Government Code Section 65302(b)(2)(A), which reads:

(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

Based on this, we offer the following comments for your consideration:

5-5

• **Given the context of this project's development, we suggest more adequate bicycle facilities be provided within the planned French Valley residential neighborhood (Specific Plan No. 265, Amendment No. 1) (TTM No. 36546).**

5-6

• **We suggest the striping of Class II bike lanes or Class IV protected bike lanes on Calistoga Drive through the project area. Referencing Sheet 2 of TTM No. 36546, a typical section of Calistoga Drive includes one travel lane between 16' and 22' from centerline to curb in each direction; there appears to be an opportunity to include the striping of a Class II bike lane within the proposed Calistoga Drive R/W without significantly impacting the flow of traffic.**

5-7

• **Additionally, we suggest consideration of the re-striping of a Class II bike lane or Class III shared-lane markings on Calistoga Drive from the southern border of the project area to Murrieta Hot Springs Road; and the consideration re- striping Class II bike**

- 5-3 Your comment is noted and will be retained in the project file that is made available to the County decision-makers prior to a decision on the proposed project.
- 5-4 Your comment is noted and will be retained in the project file that is made available to the County decision-makers prior to a decision on the proposed project.
- 5-5 A decision to install additional bike paths must be approved by both the County and the City to ensure conformance with both agency's Circulation Elements of the General Plan. However, based on this comment and the following comments, the applicant will support installation of bike paths on Calistoga and Promontory with their concurrence. It does not make sense to install bike paths along other roadways that do not connect to other bike paths. The type of path (Class II or Class IV) would be determined by negotiation with the referenced agencies.
- 5-6 Please refer to response to comment 5-5.
- 5-7 Please refer to response to comment 5-5.

5-7
cont.

lanes, Class III shared lane markings, or Class IV protected bike lanes on Murrieta Hot Springs Road between Calistoga Drive and Butterfield Stage Road. This would provide the opportunity for increased multimodal accessibility throughout the region. Referencing Western Riverside Council of Government's Non-Motorized Transportation Plan, several bike routes and transit linkage zones are planned in the area surrounding the proposed French Valley residential neighborhood. These include Routes 18, 20, and 21, and the transit linkage zone surrounding the intersection of Clinton Keith Road and SR-79. With the bike lane projects highlighted above, such a regional bicycle network may provide for increased bicycle trips on local streets, increased regional transit trips, and reduced vehicle trips along SR-79 in the future. Such a network would make it safer for active transportation modes in the area, entail the reduction of greenhouse gas emissions and provide a more integrated bicycle transportation network to boost local livability.

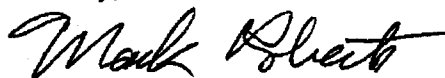
5-8

- There is additional opportunity to re-stripe either Class II bike lanes, Class III shared lane markings, or Class IV protected bike lanes on Murrieta Hot Springs Road between Calistoga Drive and Via Princesa. With bike lanes along Murrieta Hot Springs Road extending west from Via Princesa, a discussion involving the County, Caltrans, and the City of Murrieta would be necessary to coordinate this project. If the County decides that such a project is feasible and appropriate as it pertains to the French Valley residential neighborhood (TTM 36546), we suggest contacting our office for a meeting.

5-9

Thank you for providing us the opportunity to review the General Plan Amendment 01123, Specific Plan No. 265, Amendment No. 1, CZ 07806, and Tentative Tract Map. No 36546 for the French Valley residential neighborhood and for your consideration of these and future comments. These recommendations are preliminary and summarize our review of materials provided for our evaluation. If this proposal is revised in any way, please forward appropriate information to this office so that updated recommendations for impact mitigation may be provided. If you have questions concerning these comments, or would like to meet to discuss our concerns, please contact Dustin Foster (909) 806-3955 or myself at (909) 383-4557.

Sincerely,



MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

5-8 Please refer to response to comment 5-5.

5-9 Your comment is noted and will be retained in the project file that is made available to the County decision-makers prior to a decision on the proposed project.

TRACT MAP Tract #: TR36546

Parcel: 957-320-006

10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 MAP - PROJECT DESCRIPTION RECOMMND

The land division hereby permitted is a Schedule A subdivision of 161.8 acres into 269 residential lots and 37 lettered lots (13 for public streets, 10 for water quality basins, 8 designated as HOA, 2 designated for open space, and 4 designated for parks.)

10. EVERY. 2 MAP - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the TENTATIVE MAP, which action is brought within the time period provided for in California Government Code, Section 66499.37; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the TENTATIVE MAP, including, but not limited to, decisions made in response to California Public Records Act requests.

The COUNTY shall promptly notify the applicant/permittee of any such claim, action, or proceeding and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such claim, action or proceeding, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

TENTATIVE MAP Tract #: TR36546

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10. GENERAL CONDITIONS

10. EVERY. 3 MAP - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Tentative Tract Map No. 36546 shall be henceforth defined as follows:

TENTATIVE MAP = Tentative Tract Map No. 36546, Amended No. 2, dated 6/18/14.

EXHIBIT L,W, PED, & M = Tentative Tract Map No. 36546, Landscape Plans, Wall and Fence Plans, Pedestrian Circulation Plan, and Maintenance Plan, Amended No. 1 Dated 2/20/2014.

FINAL MAP = Final Map or Parcel Map for the TENTATIVE MAP whether recorded in whole or in phases.

10. EVERY. 4 MAP - 90 DAYS TO PROTEST RECOMMND

The land divider has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of the approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 MAP - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, stockpiling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Department conditions of approval.

10.BS GRADE. 3 MAP - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 MAP - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to

06/18/15
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Riverside County LMS
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10. GENERAL CONDITIONS

10.BS GRADE. 4 MAP - DISTURBS NEED G/PMT (cont.) RECOMMND

construction grading.

10.BS GRADE. 6 MAP - NPDES INSPECTIONS RECOMMND

Construction activities including clearing, stockpiling, grading or excavation of land which disturbs less than 1 acre and requires a grading permit or construction Building permit shall provide for effective control of erosion, sediment and all other pollutants year-round. The permit holder shall be responsible for the installation and monitoring of effective erosion and sediment controls. Such controls will be evaluated by the Department of Building and Safety periodically and prior to permit Final to verify compliance with industry recognized erosion control measures.

Construction activities including but not limited to clearing, stockpiling, grading or excavation of land, which disturbs 1 acre or more or on-sites which are part of a larger common plan of development which disturbs less than 1 acre are required to obtain coverage under the construction general permit with the State Water Resources Control Board. You are required to provide proof of WDID# and keep a current copy of the storm water pollution prevention plan (SWPPP) on the construction site and shall be made available to the Department of Building and Safety upon request.

Year-round, Best Management Practices (BMP's) shall be maintained and be in place for all areas that have been graded or disturbed and for all material, equipment and/or operations that need protection. Stabilized Construction Entrances and project perimeter linear barriers are required year round. Removal BMP's (those BMP's which must be temporarily removed during construction activities) shall be in place at the end of each working day.

Monitoring for erosion and sediment control is required and shall be performed by the QSD or QSP as required by the Construction General Permit. Stormwater samples are required for all discharge locations and projects may not exceed limits set forth by the Construction General Permit Numeric Action Levels and/or Numeric Effluent Levels. A Rain Event Action Plan is required when there is a 50% or greater forecast of rain within the 48 hours, by the National Weather Service or whenever rain is imminent. The

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10. GENERAL CONDITIONS

10.BS GRADE. 6 MAP - NPDES INSPECTIONS (cont.) RECOMMND

QSD or QSP must print and save records of the precipitation forecast for the project location area from (<http://www.srh.noaa.gov/forecast>) and must accompany monitoring reports and sampling test data. A Rain gauge is required on site. The Department of Building and Safety will conduct periodic NPDES inspections of the site throughout the recognized storm season to verify compliance with the Construction General Permit and Stormwater ordinances and regulations.

10.BS GRADE. 7 MAP - EROS CNTRL PROTECT RECOMMND

Graded but undeveloped land shall provide, in addition to erosion control planting, any drainage facility deemed necessary to control or prevent erosion. Additional erosion protection may be required during the rainy season from October 1, to May 31.

10.BS GRADE. 8 MAP - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 9 MAP - 2:1 MAX SLOPE RATIO RECOMMND

Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 11 MAP - MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

10.BS GRADE. 12 MAP - DRNAGE & TERRACING RECOMMND

Provide drainage facilities and terracing in conformance with the California Building Code's chapter on "EXCAVATION & GRADING".

10.BS GRADE. 13 MAP - SLOPE SETBACKS RECOMMND

Observe slope setbacks from buildings & property lines per the California Building Code as amended by Ordinance 457.

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Riverside County LMS
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10. GENERAL CONDITIONS

10.BS GRADE. 14 MAP - SLOPES IN FLOODWAY RECOMMND

Graded slopes which infringe into the 100 year storm flood way boundaries, shall be protected from erosion, or other flood hazards, by a method acceptable to the Building & Safety Department Engineer - which may include Riverside County Flood Control & Water Conservation District's review and approval. However, no graded slope will be allowed which in the professional judgment of the Building and Safety Engineer blocks, concentrates or diverts drainage flows.

10.BS GRADE. 19 MAP - RETAINING WALLS RECOMMND

Lots which propose retaining walls will require separate permits. They shall be obtained prior to the issuance of any other building permits - unless otherwise approved by the Building and Safety Director. The walls shall be designed by a Registered Civil Engineer - unless they conform to the County Standard Retaining Wall designs shown on the Building and Safety Department form 284-197.

10.BS GRADE. 23 MAP - MANUFACTURED SLOPES RECOMMND

Plant and irrigate all manufactured slopes equal to or greater than 3 feet in vertical height with drought tolerant grass or ground cover; slopes 15 feet or greater in vertical height shall also be planted with drought tolerant shrubs or trees in accordance with the requirements of Ordinance 457.

10.BS GRADE. 24 MAP - FINISH GRADE RECOMMND

Finish grade shall be sloped to provide proper drainage away from all exterior foundation walls in accordance with the California Building Code and Ordinance 457.

E HEALTH DEPARTMENT

10.E HEALTH. 1 INDUSTRIAL HYGIENE-NOISE STUDY RECOMMND

Noise Consultant: Giroux & Associates
1820 E. Garry Street
Santa Ana, CA 92705

Noise Study: "Noise Impact Analysis French Valley Residential, Riverside County, California" Project No.:P13-031 N

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10. GENERAL CONDITIONS

10.E HEALTH. 1 INDUSTRIAL HYGIENE-NOISE STUDY (cont.) RECOMMND

dated September 13, 2013

Based on the County of Riverside, Industrial Hygiene Program's review of the aforementioned Noise Study, Tract Map 36546 shall comply with the recommendations set forth under the Industrial Hygiene Program's response letter dated September 30, 2013 c/o Steve Hinde, REHS, CIH (RivCo Industrial Hygienist).

For further information, please contact the Industrial Hygiene Program at (951) 955-8980.

10.E HEALTH. 2 EMWD WATER AND SEWER SERVICE RECOMMND

All lots under Tract Map 36546 are proposing to receive potable water service and sanitary sewer service from Eastern Municipal Water District (EMWD). It is the responsibility of the developer to ensure that all requirements to obtain water and sewer service are met with EMWD as well as all other applicable agencies. All existing septic systems and/or wells shall be properly removed/abandoned under permit with the Department of Environmental Health.

10.E HEALTH. 3 RETENTION BASINS - NO VECTORS RECOMMND

All retention basins shall be constructed and maintained in a manner that prevents vector breeding and vector nuisances.

10.E HEALTH. 4 ENV CLEANUP PROGRAM-COMMENTS RECOMMND

Based on the information provided in the "Phase I Environmental Assessment and Limited Phase II Agricultural Residue Screening" prepared by Geosoils, Inc. dated February 5, 2014 and a site visit conducted by RCDEH-ECP staff and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP concludes no further environmental assessment is required for this project. As with any real property, if previously unidentified contamination is discovered at the site, assessment, investigation, and/or cleanup may be required.

Non-hazardous debris observed at the Site shall be removed and properly disposed of in accordance with appropriate regulations.

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10. GENERAL CONDITIONS

FIRE DEPARTMENT

10.FIRE. 1 MAP-#50-BLUE DOT REFLECTORS

RECOMMND

Blue retroreflective pavement markers shall be mounted on private streets, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 2 MAP-#16-HYDRANT/SPACING

RECOMMND

Schedule A fire protection approved standard fire hydrants, (6"x4"x2 1/2") located one at each street intersection and spaced no more than 250 feet apart in any direction, with no portion of any lot frontage more than 500 feet from a hydrant. Minimum fire flow shall be 1000 GPM for 2 hour duration at 20 PSI. Shall include perimeter streets at each intersection and spaced 1,000 feet apart.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 MAP FLOOD HAZARD REPORT

RECOMMND

Tract Map 36546 is a proposal for a Schedule "A" residential subdivision on 161 acres in the Murrieta Hot Springs area at the northern terminus of Calistoga Drive just east of French Valley Airport. This project is part of Specific Plan 265.

The District's review indicates the property is on a ridge-line and drains in a north, west, and south direction with no tributary offsite runoff. Tocalota Creek bounds the site to the north and west with the northern and western portions of the site draining directly to the creek. The on-site stormwater runoff from the southeastern corner of the site naturally drains to the south to a Riverside County Transportation inlet culvert on the east side of Calistoga Drive. This culvert is connected to the upstream terminus of the District's "New Covenant Storm Drains" (project number 7-0-0039), which conveys stormwater runoff to Tocalota Creek. This facility was designed for a maximum 100-year flowrate amount of 195 cubic feet/second (cfs). This development is just outside the limits for Community Facilities District 88-4 and Assessment District 161, which constructed the channel improvements for Tocalota Creek approximately 3000 linear feet downstream of this property.

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10. GENERAL CONDITIONS

10.FLOOD RI. 1

MAP FLOOD HAZARD REPORT (cont.)

RECOMMND

The grading/drainage plan for the new development shows a diversion of tributary area. An area of roughly 15 acres that naturally drains north directly to Tualota Creek will be collected in the internal storm drain system and conveyed south to a Riverside County Transportation culvert and District's New Covenant Storm Drain. The Transportation culvert is within the road right-of-way for Calistoga Drive where the internal storm drain makes its proposed connection. The connection is immediately upstream of the New Covenant Storm Drain (incorrectly shown on the tentative exhibit). The internal storm drain system includes a large detention basin for mitigating increased runoff and routing down the 100-year peak storm flows to not exceed the 195 cfs capacity of the drainage system downstream. This concept does divert more tributary drainage area to the District's facility than originally designed. The applicant's engineer submitted a preliminary drainage study (dated February 7, 2014) to the District for review to prove that this diversion with the large detention basin will not over tax the existing drainage facility. A cursory review of the drainage study indicates the preliminary design of the basin may be large enough while the tentative map shows that there appears to be adequate area to increase the size of the basin if necessary. Therefore, the District does not oppose to this conceptual drainage plan.

These proposed flood control facilities do not provide a regional benefit and only assist this development, therefore the District cannot use public funds to maintain these facilities. A viable maintenance mechanism for the large basin and all flood control facilities outside the public road right-of-way will be required prior to the issuance of any permits or recordation of the map. Generally, this would mean a CFD, CSA, Valley Wide, landscape district, parks agency or commercial property owner association. Since these facilities are required to be functional for the downstream system to work, a residential homeowners association will not be acceptable for maintenance.

There is a proposed grass-lined swale (stabilized with turf-reinforcement) channel that the southern portion of the development collects and discharges the onsite runoff near the property southern boundary to an existing natural

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10. GENERAL CONDITIONS

10.FLOOD RI. 1 MAP FLOOD HAZARD REPORT (cont.) (cont.) RECOMMND

channel upstream of the Transportation culvert under Calistoga Drive. The natural channel is not a publicly maintained facility and is on private property. The exhibit indicates the grass-lined swale will be maintained by the homeowners association, however maintenance access is not clearly labeled. Mitigation for the incremental increased runoff flowrate caused by this development is handled with the diversion of stormwater runoff to the west. The swale/channel shall be designed so the post-developed flowrates and velocities discharged from the site are the same or less than the pre-developed condition.

It should be noted that the site is located within the bounds of the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP) for which drainage fees have been established by the Board of Supervisors. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to the issuance of permits for this project. Although the current fee for this ADP is \$1,179 per acre, the fee due will be based on the fee in effect at the time of payment. The drainage fee is required to be paid prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued.

10.FLOOD RI. 3 MAP 10 YR CURB - 100 YR ROW RECOMMND

The 10 year storm flow shall be contained within the curb and the 100 year storm flow shall be contained within the street right of way. When either of these criteria is exceeded, additional drainage facilities shall be installed. The property shall be graded to drain to the adjacent street or an adequate outlet.

10.FLOOD RI. 4 MAP 100 YR SUMP OUTLET RECOMMND

Drainage facilities outletting sump conditions shall be designed to convey the tributary 100 year storm flows. Additional emergency escape shall also be provided.

10.FLOOD RI. 12 MAP INCREASED RUNOFF RECOMMND

The development of this site will adversely impact downstream property owners by increasing the rate and volume of flood flows. To mitigate this impact, the developer has proposed a detention basin. Although final

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10. GENERAL CONDITIONS

10.FLOOD RI. 12 MAP INCREASED RUNOFF (cont.) RECOMMND

design of the basin will not be required until the improvement plan stage of this development, the applicant's engineer has submitted a preliminary hydrology and hydraulics study that indicates that the general size, shape, and location of the proposed basin is sufficient to mitigate the impacts of the development.

10.FLOOD RI. 13 MAP INCREASED RUNOFF CRITERIA RECOMMND

The development of this site would increase peak flow rates on downstream properties. Mitigation shall be required to offset such impacts. An increased runoff basin shall be shown on the exhibit and calculations supporting the size of the basin shall be submitted to the District for review.

The entire area of proposed development will be routed through a detention facility(s) to mitigate increased runoff. All basins must have positive drainage; dead storage basins shall not be acceptable.

A complete drainage study including, but not limited to, hydrologic and hydraulic calculations for the proposed detention basin shall be submitted to the District for review and approval.

Storms to be studied will include the 1-hour, 3-hour, 6-hour and 24-hour duration events for the 2-year, 5-year and 10-year return frequencies. Detention basin(s) and outlet(s) sizing will ensure that none of these storm events has a higher peak discharge in the post-development condition than in the pre-development condition. For the 2-year and 5-year events the loss rate will be determined using an AMC I condition. For the 10-year event AMC II will be used. Constant loss rates shall be used for the 1-hour, 3-hour and 6-hour events. A variable loss rate shall be used for the 24-hour events.

Low Loss rates will be determined using the following:

1. Undeveloped Condition --> LOW LOSS = 90%
2. Developed Condition --> LOW LOSS = .9 - (.8x%IMPERVIOUS)
3. Basin Site --> LOW LOSS = 10%

Where possible and feasible the on-site flows should be mitigated before combining with off-site flows to minimize the size of the detention facility required. If it is necessary to combine off-site and on-site flows into a detention facility two separate conditions should be

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10. GENERAL CONDITIONS

10.FLOOD RI. 13

MAP INCREASED RUNOFF CRITERIA (cont.)

RECOMMND

evaluated for each duration/return period/before-after development combination studied; the first for the total tributary area (off-site plus on-site), and the second for the area to be developed alone (on-site). It must be clearly demonstrated that there is no increase in peak flow rates under either condition (total tributary area or on-site alone), for each of the return period/duration combinations required to be evaluated. A single plot showing the pre-developed, post-developed and routed hydrographs for each storm considered, shall be included with the submittal of the hydrology study.

No outlet pipe(s) will be less than 18" in diameter. Where necessary an orifice plate may be used to restrict outflow rates. Appropriate trash racks shall be provided for all outlets less than 48" in diameter.

The basin(s) and outlet structure(s) must be capable of passing the 100-year storm without damage to the facility. Embankment shall be avoided in all cases unless site constraints or topography make embankment unavoidable in the judgment of the General Manager-Chief Engineer.

Mitigation basins should be designed for joint use and be incorporated into open space or park areas. Sideslopes should be no steeper than 4:1 and depths should be minimized where public access is uncontrolled.

A viable maintenance mechanism, acceptable to both the County and the District, should be provided for detention facilities. Generally, this would mean a CSA, landscape district, parks agency or commercial property owners association. Residential homeowners associations are discouraged.

10.FLOOD RI. 15

MAP INTERCEPTOR DRAIN CRITERIA

RECOMMND

The criteria for maintenance access of terrace/interceptor is as follows: flows between 1-5 cfs shall have a 5-foot wide access road, flows between 6-10 cfs shall be a minimum 6-foot rectangular channel. Terrace/interceptor drains are unacceptable for flows greater than 10 cfs. Flows greater than 10 cfs shall be brought to the street.

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10. GENERAL CONDITIONS

PARKS DEPARTMENT

10.PARKS. 1

MAP - CLASS I BIKE PATH DEDICA

RECOMMND

The applicant shall offer the Class I Bike Path easement along Leon Road for dedication to Riverside County Regional Park and Open-Space District or County managed Landscape and Lighting Maintenance District for trails purposes. Said easements will offered on behalf of the vested interest of the citizens of Riverside County and will not become part of the District's maintained trail system.

PLANNING DEPARTMENT

10.PLANNING. 3

MAP - GEO02341

RECOMMND

County Geologic Report (GEO) No. 2341, submitted for this case (SP00256A1 & TR36546) was prepared by GeoSoils, Inc. and is entitled: "Updated Preliminary Geotechnical Investigation and Utility Crossings Evaluation, Former Parcel Map 30595, French Valley, Murrieta Area, Riverside County, California", dated August 27, 2013.

GEO02341 concluded:

1. There are no known active faults crossing the site.
2. The potential for surface fault rupture is considered negligible.
3. The potential for liquefaction and associated seismically-induced settlement is considered low in the areas proposed for development at the site.
4. Seiches and tsunamis are considered negligible.
5. Areal subsidence in the site area is considered unlikely.
6. The slopes adjacent to the existing Tusalota Creek channel are considered prone to surficial slope failures caused by erosion at the toe of slope. Indications of deep-seated landsliding or significant slope creep were not observed.
7. The possibility of localized surficial instability exists on natural slopes which descend to the property along the eastern side of the site.

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10. GENERAL CONDITIONS

10.PLANNING. 3

MAP - GEO02341 (cont.)

RECOMMND

8. Due to the nature of the granitic terrain, localized blasting may be anticipated throughout the site to achieve proposed cut depths as well as street/roadway undercuts for utility construction in the future, or for foundations.

9. Isolated "floaters" or corestones should be anticipated.

10. Due to the nature of some of the onsite materials, some caving and sloughing may be anticipated to be a factor in all subsurface excavations and trenching.

11. Care must be taken during grading near the existing water lines and gas pipeline.

12. Bedrock throughout the site should be generally rippable to the depths proposed; however, the possibility of blasting cannot be completely ruled out.

GEO02341 recommended:

1. All undocumented artificial fill, colluviums, alluvium and weathered bedrock should be removed to competent bedrock materials (i.e., greater than or equal to 85 percent saturation, and/or greater than or equal to 105 pcf for in-place native materials).

2. Where natural slopes and/or existing drainages intersect proposed development areas, mitigation in the form of debris catchment devices (i.e., setbacks, catchment basins, debris fences, debris walls, etc.) are recommended.

3. Current local and state/federal safety ordinances for subsurface trenching and other excavations should be implemented. All excavations should be performed in accordance with CAL-OSHA standards.

4. Remedial removals should not come any closer than 5 feet (vertical and lateral) from the existing gas pipeline.

5. The engineer should evaluate if proper burial depths are maintained for the existing gas mains onsite.

6. The engineer should evaluate if proper burial depths are maintained for the existing water lines onsite.

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10. GENERAL CONDITIONS

10.PLANNING. 3 MAP - GEO02341 (cont.) (cont.) RECOMMND

7.The civil engineer should consider the use of a load transfer slab (protective slab) to span the gas and water mains and support the overlying utility crossings.

8.Proposed vehicle, improvement, and soil loading over the existing gas and water mains should be evaluated by the design civil engineer with respect to tolerable utility defections and potential for associated pipeline rupture.

9.Only lightweight equipment should be allowed over the gas and water mains during grading.

GEO No. 2341 satisfies the requirement for a fault study for Planning/CEQA purposes. GEO No. 2341 is hereby accepted for Planning purposes. Engineering and other Uniform Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the City upon application for grading and/or building permits.

10.PLANNING. 4 MAP - MAP ACT COMPLIANCE RECOMMND

This land division shall comply with the State of California Subdivision Map Act and to all requirements of County Ordinance No. 460, Schedule A, unless modified by the conditions listed herein.

10.PLANNING. 5 MAP - FEES FOR REVIEW RECOMMND

Any subsequent review/approvals required by the conditions of approval, including but not limited to grading or building plan review or review of any mitigation monitoring requirement, shall be reviewed on an hourly basis, or other appropriate fee, as listed in county Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 7 MAP - TRAIL MAINTENANCE RECOMMND

The land divider, or the land divider's successor-in-interest, shall be responsible for the maintenance of any trail easement required under these conditions until such

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10. GENERAL CONDITIONS

10.PLANNING. 7 MAP - TRAIL MAINTENANCE (cont.) RECOMMND

time as the maintenance is taken over by an appropriate maintenance district.

10.PLANNING. 11 MAP - RES. DESIGN STANDARDS RECOMMND

The design standards for the subdivision are as follows:

- a. Lots created by this map shall conform to the design standards of the SP zone.
- b. The front yard setback in Planning Areas 15 and 16 is 10 feet, for Planning Areas 14 and 17 the setback is 15 feet.
- c. The side yard setback is 5 feet.
- d. The street side yard setback is 10 feet.
- e. The rear yard setback is 10 feet, except where a rear yard abuts a street, then the setback shall be the same as the front yard setback, in accordance with Section 21.77 of Ordinance No. 348.
- f. The minimum lot size of each lot in Planning Area 14 and 17 is 4,500 sq feet, for Planning Areas 15 the minimum lot size shall be 3,780 sq feet and for Planning Area 16 the minimum lot area is 4,500 sq feet.
- g. The maximum height of any building is 40 feet.
- i. For Planning Areas 14 and 17 no more than 60% for one story buildings and 50% for two story buildings of the lot shall be covered by structure. For Planning Areas
- j. Residential driveway approaches shall be a minimum of 12 feet and a maximum of 30 feet in width, and 20 feet of full height curb is required between driveways within any one property frontage, in accordance with Ord. No. 461, Standard No. 207.

EXCEPT AS ALLOWED BY ORDINANCE NO. 348, AND THE COUNTYWIDE DESIGN STANDARDS AND GUIDELINES, THERE SHALL BE NO ENCROACHMENT INTO ANY SETBACK EXCEPT AS PERMITTED BY THE SPECIFIC PLAN ZONING ORDINANCE.

10.PLANNING. 12 MAP - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth

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10. GENERAL CONDITIONS

10.PLANNING. 12 MAP - ORD NO. 659 (DIF) (cont.) RECOMMND

policies, regulations and fees related to the funding and construction of facilities necessary to address the direct and cummulative environmental effects generated by new development projects described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The fee shall be paid for each residential unit to be constructed within this land division. In the event Riverside County Ordinance No. 659 is recinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

10.PLANNING. 13 MAP - ORD 810 OPN SPACE FEE RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 810 has been established to set forth policies, regulations and fees related to the funding and acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this Ordinance.

The fee shall be paid for each residential unit to be constructed within this land division.

In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

10.PLANNING. 14 MAP - REQUIRED MINOR PLANS RECOMMND

For each of the below listed items, a minor plot plan application shall be submitted and approved by the County Planning Department pursuant to Section 18.30.a. (1) of County Ordinance No. 348 (Plot Plans not subject to the

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10. GENERAL CONDITIONS

10.PLANNING. 14 MAP - REQUIRED MINOR PLANS (cont.)

RECOMMND

California Environmental Quality Act and not subject to review by any governmental agency other than the Planning Department) along with the current fee.

1. Final Site Development Plan for each phase of development.
2. Model Home Complex Plan shall be filed and approved for each phase if models change between phases. A final site of development plot plan must be approved prior to approval, or concurrent with a Model Home Complex Plan.
3. Landscaping Plan for typical front yard/slopes/open space. These three plans may be applied for separately for the whole tract or for phases.
4. Landscaping plans totally in the road right-of-Way shall be submitted to the Transportation Department only.
5. Each phase shall have a separate wall and fencing plan.
6. Entry monument and gate entry plan.

NOTE: The requirements of the above plot plans may be accomplished as one, or, any combination of multiple plot plans required by these conditions of approval. However, each requirement shall be cleared individually with the applicable plot plan condition of approval in the "PRIOR TO BUILDING PERMIT" (80 series) conditions.

10.PLANNING. 15 MAP - DESIGN GUIDELINES

RECOMMND

The project shall conform to the SPECIFIC PLAN Standards and Guidelines.

10.PLANNING. 16 MAP - OFF-HIGHWAY VEHICLE USE

RECOMMND

No off-highway vehicle use shall be allowed on any parcel used for stockpiling purposes. The landowners shall secure all parcels on which a stockpile has been placed and shall prevent all off-highway vehicles from using the property.

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10.PLANNING. 17 MAP - SUBMIT BUILDING PLANS RECOMMND

The developer shall cause building plans to be submitted to the TLMA- Land Use Section for review by the Department of Building and Safety - Plan Check Division. Said plans shall be in conformance with the approved TENTATIVE MAP.

10.PLANNING. 20 MAP - NOISE MITIGATION NOP RECOMMND

The following mitigation was required pursuant to the initial study prepared for the project. The applicant shall provide evidence that the following was done during all construction activities:

1) All construction equipment shall be required to minimize noise from construction activities. Equipment mufflers shall be maintained in proper operating order. All equipment shall be operated in the quietest manner feasible.

2) To the extent feasible, the noisiest operations shall be scheduled to occur simultaneously in the construction program to avoid prolonged periods of annoyance.

3) The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all Project construction.

4) No music or electronically reinforced speech from construction workers shall be audible at noise-sensitive property.

5) All Project workers exposed to noise levels above 80 dBA shall be provided with personal protective equipment for hearing protection (i.e., earplugs and/or earmuffs); areas where noise levels are routinely expected to exceed 80 dBA shall be clearly posted with signs requiring hearing protection be worn.

6) If blasting is required, blasts should be restricted to the hours of 8 a.m. to 5 p.m.

10.PLANNING. 21 MAP - LANDSCAPE MITIGATION NOP RECOMMND

Native and ornamental drought resistant plants shall be used in the common landscaped area and no invasive plant

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10. GENERAL CONDITIONS

10.PLANNING. 21 MAP - LANDSCAPE MITIGATION NOP (cont.) RECOMMND

species listed in Table 6-2 of the MSHCP shall be planted within the landscaped areas.

10.PLANNING. 22 MAP - RECLAIMED H2O MIT NOP RECOMMND

The project landscape areas shall be plumbed with purple pipe. If and when reclaimed water becomes available at the project site, the site landscape shall be watered with reclaimed water.

10.PLANNING. 23 MAP - PDA04895 ACCEPTED RECOMMND

County Archaeological Report (PDA) No. 4895 submitted for this project (TR36546) was prepared by Jean A. Keller, Ph.D. and is entitled: "A Phase II Cultural Resources Test Investigation of Archaeological Sites CA-RIV-4640 and CA-RIV-6912 located within Tentative Tract Map 36546", and is dated November 2014. This report was received by the County on January 08, 2015.

PDA04895 concludes that results of the testing program determined that sites CA-RIV4640 and CA-RIV-6912 are not significant resources according to California Environmental Quality Act and California Register criteria and require no further research.

PDA04895 recommends that an Archaeological Monitor and Native American Monitor be present during all earth moving activities associated with this project.

These documents are herein incorporated as a part of the record for project.

10.PLANNING. 24 MAP - IF HUMAN REMAINS FOUND RECOMMND

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

Human remains require special handling, and must be treated with appropriate dignity. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Specific actions must take place pursuant to CEQA Guidelines §15064.5e, State Health and Safety Code Section 7050.5 and Public Resource Code (PRC) §5097.98. In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following procedures shall be followed:

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10. GENERAL CONDITIONS

10. PLANNING. 24

MAP - IF HUMAN REMAINS FOUND (cont.)

RECOMMND

- a) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
- i) A County Official is contacted.
 - ii) The County Coroner is contacted to determine that no investigation of the cause of death is required, and if the Coroner determines the remains are Native American:
 - iii) The Coroner shall contact the Native American Heritage Commission within 24 hours.
- b) The Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
- c) The Most Likely Descendent (MLD) may make recommendations to the landowner or the person responsible for the excavation work, for the treatment of human remains and any associated grave goods as provided in PRC §5097.98.
- d) Under the following conditions, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods on the property in a location not subject to further disturbance:
- i) The Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission.
 - (1) The MLD identified fails to make a recommendation; or
 - (2) The landowner or his authorized representative rejects the recommendation of the MLD, and the mediation.

10. PLANNING. 25

MAP - UNANTICIPATED RESOURCES

RECOMMND

- The developer/permit holder or any successor in interest shall comply with the following for the life of this project:
- 1) If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.
- a) All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative

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10. GENERAL CONDITIONS

10.PLANNING. 25 MAP - UNANTICIPATED RESOURCES (cont.) RECOMMND

(or other appropriate ethic/cultural group representative), and the Planning Director to discuss the significance of the find.

b)At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

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

10.PLANNING. 26 MAP - OUTDOOR LIGHTING RECOMMND

Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the provisions of Riverside County Ordinance No. 655, as applicable. Lights must be downward facing.

10.PLANNING. 27 MAP - PROHIBITED USES RECOMMND

The following uses shall be prohibited:

(a)Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b)Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c)Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes,

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10. GENERAL CONDITIONS

10.PLANNING. 27 MAP - PROHIBITED USES (cont.) RECOMMND

landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, fly ash disposal, and wastewater management facilities.

(d)Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e)Children's schools, hospitals, and nursing homes.

10.PLANNING. 28 MAP - BASIN/FACILITY DESIGN RECOMMND

Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

10.PLANNING. 29 MAP - DEVELPMNT PHASE DENSITY RECOMMND

Phased development of the subdivision shall ensure a density no less than 5.0 dwelling units per acre of the developed area at any given time.

10.PLANNING. 30 MAP - SAFETY LIGHTING/MARKING RECOMMND

The Federal Aviation Administration has conducted aeronautical studies of a sample of 13 lots within the proposed tract map (Aeronautical Study Nos. 2014-AWP-5636-OE through 2014-AWP-5648-OE) and has determined that neither marking nor lighting of structures will be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1K Change 2 and shall be maintained in accordance therewith for the life of the project.

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10. GENERAL CONDITIONS

10.PLANNING. 31 MAP - MAX ELEVATION RECOMMND

The maximum elevation at the top of any proposed structure, including all roof-mounted appurtenances (if any) shall not exceed 1,399 feet above mean sea level. This maximum elevation shall not be increased without further review by the Airport Land Use Commission and the Federal Aviation Administration.

10.PLANNING. 32 MAP - TEMPORARY STRUCTURES RECOMMND

Temporary construction equipment such as cranes used during actual construction of the structures shall not exceed a height of 40 feet unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

10.PLANNING. 33 MAP - FAA FORM 7460-2 RECOMMND

Within five (5) days after construction of structures on each of the lots studied in Aeronautical Study Nos. 2014-AWP-5636-OE through 2014-AWP-5648-OE and any lots subject to FAA review in the future reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions) This requirement is also applicable in the event the project is abandoned.

TRANS DEPARTMENT

10.TRANS. 1 MAP - STD INTRO 3(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the tentative map correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the map to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning

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10. GENERAL CONDITIONS

10.TRANS. 1 MAP - STD INTRO 3(ORD 460/461) (cont.) RECOMMND

of the conditions shall be referred to the Transportation Department.

10.TRANS. 2 MAP - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site:
<http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

10.TRANS. 3 MAP - TS/CONDITIONS RECOMMND

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

The General Plan circulation policies require a minimum of Level of Service 'C', except that Level of Service 'D' may be allowed in community development areas at intersections of any combination of secondary highways, major highways, arterials, urban arterials, expressways or state highways and ramp intersections.

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

Calistoga Drive (NS) at:
Murrieta Hot Springs Road (EW)

Sky Canyon Drive (NS) at:
Murrieta Hot Springs Road (EW)

Winchester Road (SR-79) (NS) at:
Murrieta Hot Springs Road (EW)
Technology Drive (EW)
Willows Avenue (EW)
Nicolas Road (EW)
Margarita Road (EW)

Margarita Road (NS) at:
Murrieta Hot Springs Road (EW)

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10. GENERAL CONDITIONS

10.TRANS. 3 MAP - TS/CONDITIONS (cont.)

RECOMMND

Street "B" (NS) at:
Calistoga Drive (EW)

As such, the proposed project is consistent with this General Plan policy.

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

10.TRANS. 4 MAP - DRAINAGE 1

RECOMMND

The land divider shall protect downstream properties from damages caused by alteration of the drainage patterns, i.e., concentration or diversion of flow. Protection shall be provided by constructing adequate drainage facilities including enlarging existing facilities and/or by securing a drainage easement. All drainage easements shall be shown on the final map and noted as follows: "Drainage Easement - no building, obstructions, or encroachments by landfills are allowed". The protection shall be as approved by the Transportation Department.

10.TRANS. 5 MAP - DRAINAGE 2

RECOMMND

The land divider shall accept and properly dispose of all off-site drainage flowing onto or through the site. In the event the Transportation Department permits the use of streets for drainage purposes, the provisions of Article XI of Ordinance No. 460 will apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, the subdivider shall provide adequate drainage facilities and/or appropriate easements as approved by the Transportation Department.

10.TRANS. 6 MAP - OFF-SITE PHASE

RECOMMND

Should the applicant choose to phase any portion of this project, said applicant shall provide off-site access roads to County maintained roads as approved by the Transportation Department.

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10. GENERAL CONDITIONS

10.TRANS. 7

MAP - SUBMIT FINAL WQMP

RECOMMND

In compliance with the currently effective Municipal Stormwater Permit issued by the San Diego Regional Water Quality Control Board [Order No. R9-2010-16, et seq.], and beginning January 1, 2005, all projects that 1) are located within the drainage boundary (watershed) of the Santa Margarita River; and 2) require discretionary approval by the County of Riverside must comply with the Water Quality Management Plan (WQMP) for Urban Runoff. The WQMP addresses post-development water quality impacts from new development and significant redevelopment projects within the priority development category. The WQMP addresses post-development water quality impacts from new development and significant redevelopment projects. The WQMP provides detailed guidelines and templates to assist the applicant in completing the necessary documentation and calculations.

These documents are available on-line at:
www.rcflood.org/npdes.

To comply with the WQMP, applicants must prepare and submit a "Project Specific" WQMP. At a minimum, the WQMP must: a) identify the post-project pollutants associated with the development proposal together with any adverse hydrologic impacts to receiving waters; b) identify site-specific mitigation measures or Best Management Practices (BMPs) for the identified impacts including site design, source control and treatment control post-development BMPs; and c) identify a sustainable funding and maintenance mechanism for the aforementioned BMPs. A template for this report is included as 'Exhibit A' in the WQMP.

10.TRANS. 8

MAP - WQMP ESTABL MAINT ENTITY

RECOMMND

This project proposes BMP facilities that will require maintenance by a public agency or homeowners association. To ensure that the public is not unduly burdened with future costs, prior to final approval or recordation of this subdivision, the Transportation Department will require an acceptable financial mechanism to be implemented to provide for maintenance of the project's site design, source control and treatment control BMPs in perpetuity. This may consist of a mechanism to assess individual benefiting property owners, or other means as approved by the Transportation Department. The BMPs must be shown on the project's grading plans and any other improvement plans the selected maintenance entity may require.

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10. GENERAL CONDITIONS

10.TRANS. 9

MAP - BMP MAINT AND INSPECTION

RECOMMND

Unless an alternate viable maintenance entity is established, the Covenants, Conditions and Restrictions (CC&Rs) for the development's Home/Property Owners Association (HOA/POA) shall contain provisions for all structural best management practices (BMPs) to be inspected, and if required, cleaned no later than October 15 each year. The CC&Rs shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of the CC&Rs shall be submitted to the Transportation Department for review and approval prior to the recordation of the map.

-OR -

The BMP maintenance plan shall contain provisions for all treatment control BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of all necessary documentation shall be submitted to the Transportation Department for review and approval prior to the issuance of occupancy permits.

10.TRANS. 10

MAP - LC LANDSCAPE REQUIREMENT

RECOMMND

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
- 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

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10. GENERAL CONDITIONS

10.TRANS. 10 MAP - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:

- 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
- 2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
- 3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 2 MAP - EXPIRATION DATE RECOMMND

The conditionally approved TENTATIVE MAP shall expire three years after the County of Riverside Board of Supervisors' original approval date, unless extended as provided by County Ordinance No. 460. Action on a minor change and/or revised map request shall not extend the time limits of the originally approved TENTATIVE MAP. If the TENTATIVE MAP expires before the recordation of the FINAL MAP, or any phase thereof, no recordation of the FINAL MAP, or any phase thereof, shall be permitted.

50. PRIOR TO MAP RECORDATION

EPD DEPARTMENT

50.EPD. 1 MAP - LIGHTING PLAN RECOMMND

Prior to map recordation the applicant shall submit a copy of the street lighting plan to the Riverside County Planning Department, Environmental Programs Division (EPD). All street lights along Calistoga Drive between Sta.10 and Sta.14, or between Sta.38 and Sta. 43 (adjacent to the conservation area) shall be shielded to prevent light from encroaching into the conservation area. Additionally, there shall be no street lights within 150' of the two wildlife crossing located within the above referenced stretches of Calistoga Drive. This condition shall ensure

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50. PRIOR TO MAP RECORDATION

50.EPD. 1 MAP - LIGHTING PLAN (cont.) RECOMMND

compliance with section 6.1.4 (Urban-Wildlands Interface Guidelines) of the MSHCP and was established in direct negotiations with the County of Riverside, the Western Riverside County Regional Conservation Authority (RCA), and the Wildlife Agencies.

50.EPD. 2 MAP - STREET IMPROV PLN RECOMMND

Prior to map recordation the applicant shall submit a copy of the street improvement plan to the Riverside County Planning Department, Environmental Programs Division (EPD).

Culverts under Calistoga Drive intended to function as wildlife undercrossings at approximately Sta. 13+28 and Sta.38+55 will be 4 feet wide by 3 feet high with a soft bottom. The culverts will also include at least one 60 pipe secured inside the 4x3 culverts. The 60 pipe will provide a more protected crossing for small wildlife which may be discouraged by larger predators from moving through the large open culvert. For examples, please see figures 48 and 54 of the Wildlife Crossing Structure Handbook Design and Evaluation in North America prepared by Anthony P. Clevenger and Marcel P. Huijser and dated March 2011.

50.EPD. 3 MAP - RCA ACCESS RECOMMND

Prior to map recordation the applicant shall provide documentation to the Riverside County Planning Department, Environmental Programs Division (EPD), that a minimum of two gated vehicular access points will be provided to the Conservation Area north and south of the project. The Western Riverside County Regional Conservation Authority (RCA) must agree to the design and location of both access points, as well as the legal mechanism preserving their rights of access. This condition shall not be cleared until the RCA has confirmed that they have reviewed and approved the proposed access plans.

50.EPD. 5 MAP - MSHCP DEDICATION RECOMMND

Prior to map recordation the areas mapped as MSHCP Conservation Area on the exhibit labeled TR36546 Amd No. 2 and dated 6/18/14, shall be dedicated in fee title to the Western Riverside County Regional Conservation Authority (RCA). This condition shall be cleared by the Riverside County Planning Department, Environmental Programs Division (EPD) upon receiving confirmation from the RCA that they

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50. PRIOR TO MAP RECORDATION

50.EPD. 5 MAP - MSHCP DEDICATION (cont.) RECOMMND

have reached an agreement with the applicant regarding the terms of the dedication.

50.EPD. 6 MAP - ECS RECOMMND

Prior to map recordation the Riverside County Planning Department, Environmental Programs Division (EPD) shall review the Environmental Constraints Sheet. The constrained areas will conform to the areas mapped as "MSHCP Conservation Area" on the exhibit labeled TR36546 Amd No. 2 and dated 6/18/14. These areas shall be mapped and labeled "MSHCP Conservation Area" on the Environmental Constraint Sheet to the satisfaction of EPD. The ECS map must be stamped by the Riverside County Surveyor with the following notes.

"No disturbances may occur within the boundaries of the of the constraint areas."

"Brush management to reduce fuel loads to protect urban uses (fuel modification zones) will not encroach into the constraint areas."

"Night lighting shall be directed away from the constraint area. Shielding shall be incorporated in project designs to ensure ambient lighting in the constraint areas is not increased."

"The constraint areas shall be permanently fenced. The fencing shall provide a physical barrier to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area."

FIRE DEPARTMENT

50.FIRE. 1 MAP-#004-ECS-FUEL MODIFICATION INEFFECT

ECS map must be stamped by the Riverside County Surveyor with the following note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the fire department for approval a fire protection/vegetation management that hould include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non flammable walls

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50. PRIOR TO MAP RECORDATION

50.FIRE. 1 MAP-#004-ECS-FUEL MODIFICATION (cont.) INEFFECT

along common boundaries between rear yards and open space.
d) Emergency vehicle access into open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas.

ANY HABITAT CONSERVATION ISSUE AFFECTING THE FIRE DEPARTMENT FUEL MODIFICATION REQUIREMENT, SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.

50.FIRE. 2 MAP-#46-WATER PLANS RECOMMND

The applicant or developer shall furnish one copy of the water system plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

50.FIRE. 3 MAP-#53-ECS-WTR PRIOR/COMBUS RECOMMND

Ecs map must be stamped by the Riverside County Surveyor with the following note: The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.

FLOOD RI DEPARTMENT

50.FLOOD RI. 2 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, final map, environmental constraint sheet, BMP improvement plans, and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

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50. PRIOR TO MAP RECORDATION

50.FLOOD RI. 3 MAP ONSITE EASE ON FINAL MAP RECOMMND

Onsite drainage facilities located outside of road right of way shall be contained within drainage easements shown on the final map. A note shall be added to the final map stating, "Drainage easements shall be kept free of buildings and obstructions".

50.FLOOD RI. 4 MAP OFFSITE EASE OR REDESIGN RECOMMND

Offsite drainage facilities shall be located either within the public road right-of-way or dedicated drainage easements obtained from the affected property owner(s). Document(s) shall be recorded and a copy submitted to the District prior to recordation of the final map. If the developer cannot obtain such rights, the map should be redesigned to eliminate the need for the easement.

50.FLOOD RI. 8 MAP ADP FEES RECOMMND

A notice of drainage fees shall be placed on the environmental constraint sheet and final map. The exact wording of the note shall be as follows:

NOTICE OF DRAINAGE FEES

Notice is hereby given that this property is located in the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan which was adopted by the Board of Supervisors of the County of Riverside pursuant to Section 10.25 of Ordinance 460 and Section 66483, et seq, of the Government Code and that said property is subject to fees for said drainage area.

Notice is further given that, pursuant to Section 10.25 of Ordinance 460, payment of the drainage fees shall be paid with cashier's check or money order only to the Riverside County Flood Control and Water Conservation District at the time of issuance of the grading or building permit for said parcels, whichever occurs first, and that the owner of each parcel, at the time of issuance of either the grading or building permit, shall pay the fee required at the rate in effect at the time of issuance of the actual permit.

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50. PRIOR TO MAP RECORDATION

PLANNING DEPARTMENT

50.PLANNING. 1 MAP - PREPARE A FINAL MAP RECOMMND

After the approval of the TENTATIVE MAP and prior to the expiration of said map, the land divider shall cause the real property included within the TENTATIVE MAP, or any part thereof, to be surveyed and a FINAL MAP thereof prepared in accordance with the current County Transportation Department - Survey Division requirements, the conditionally approved TENTATIVE MAP, and in accordance with Article IX of County Ordinance No. 460.

50.PLANNING. 2 MAP - FINAL MAP PREPARER RECOMMND

The FINAL MAP shall be prepared by a licensed land surveyor or registered civil engineer.

50.PLANNING. 3 MAP - SURVEYOR CHECK LIST RECOMMND

he County Transportation Department - Survey Division shall review any FINAL MAP and ensure compliance with the following:

- A. All lots on the FINAL MAP shall be in substantial conformance with the approved TENTATIVE MAP relative to size and configuration.
- B. All lots on the FINAL MAP shall have a minimum lot size of 4,500 square feet net for Planning Areas 14, 16 and 17, 3,780 for Planning Area 15.
- C. All lot sizes and dimensions on the FINAL MAP shall be in conformance with the development standards of the SP zone, and with the Riverside County General Plan.
- D. All lots on the FINAL MAP shall comply with the length to width ratios, as established by Section 3.8.C. of County Ordinance No. 460.
- E. All knuckle or cul-de-sac lots shall have a minimum of 35 feet of frontage measured at the front lot line.
- F. The common open space areas shall be shown as a numbered lots on the FINAL MAP.

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 4 MAP - REQUIRED APPLICATIONS RECOMMND

No FINAL MAP shall record until Specific Plan No. 293A1, and Change of Zone No. 7806 have been approved and adopted by the Board of Supervisors and have been made effective. This land division shall conform with the development standards of the designations and/or zone ultimately applied to the property.

50.PLANNING. 7 MAP - ANNEX TO PARK DISTRICT RECOMMND

The land divider shall submit written proof to the County Planning Department - Development Review Division that the subject property has been annexed to Valley Wide Recreation and Parks District.

50.PLANNING. 8 MAP - QUIMBY FEES (1) RECOMMND

The land divider shall submit to the County Planning Department - Development Review Division a duly and completely executed agreement with the Valley Wide Recreation and Parks District which demonstrates to the satisfaction of the County that the land divider has provided for the payment of parks and recreation fees and/or dedication of land for the TENTATIVE MAP in accordance with Section 10.35 of County Ordinance No. 460.

50.PLANNING. 12 MAP - ECS SHALL BE PREPARED RECOMMND

The land divider shall prepare an Environmental Constraints Sheet (ECS) in accordance with Section 2.2. E. & F. of County Ordinance No. 460, which shall be submitted as part of the plan check review of the FINAL MAP.

50.PLANNING. 19 MAP - ECS NOTE MT PALOMAR LIGH RECOMMND

The following Environmental Constraint Note shall be placed on the ECS:

"This property is subject to lighting restrictions as required by County Ordinance No. 655, which are intended to reduce the effects of night lighting on the Mount Palomar Observatory. All proposed outdoor lighting systems shall be in conformance with County Ordinance No. 655."

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50.PLANNING. 23 MAP - ECS NOTE DAM INUNDATION RECOMMND

The following Environmental Constraints Note shall be placed on the ECS:

DAM INUNDATION AREA - This property is located downstream of Lake Skinner which is part of the domestic water distribution system for Southern California. As part of the construction of the dam that creates the reservoir area, an inundation map has been prepared in the event of failure of the dam. This map indicates that the floodway from this type of catastrophic dam failure would reach the project limits. The seismic stability evaluation of the dam, dikes and headworks embankments performed by Harding-Lawson Associates in December of 1978 concluded that they will perform satisfactorily during a maximum credible earthquake.

50.PLANNING. 24 MAP - ECS NOTE AIRPORT RECOMMND

The following environmental constraints note shall be placed on the ECS:

"This land division is within 2 miles of the French Valley Airport. At the time of the approval of the TENTATIVE MAP by the County of Riverside, the Airport maintained operations to the west of this property. Property within this land division may be subject to overflight and noise as necessary to operate aircraft to or from the Airport."

50.PLANNING. 26 MAP - COMPLY WITH ORD 457 RECOMMND

The land divider shall provide proof to The Land Management Agency - Land Use Section that all structures for human occupancy presently existing and proposed for retention comply with Ordinance Nos. 457 and 348.

50.PLANNING. 28 MAP - FEE BALANCE RECOMMND

Prior to recordation, the Planning Department shall determine if the deposit based fees for the TENTATIVE MAP are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

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50.PLANNING. 29 MAP - AG PRES CANCEL (1)

RECOMMND

Prior to recordation of a final map, the Board of Supervisors shall have adopted a resolution disestablishing the Murrieta Hot Springs No. 14 agricultural preserve. Compliance with this condition will satisfy a similar condition applied to this project within the 60. Series titled "MAP - AG PRES CANCEL (2)."

50.PLANNING. 31 MAP - CC&R RES CSA COM. AREA

RECOMMND

The land divider shall convey to the County fee simple title, to all common open space areas, free and clear of all liens, taxes, assessments, leases (recorded and unrecorded) and easement, except those easements which in the sole discretion of the County are acceptable. As a condition precedent to the County accepting title to such areas, the land divider shall (a) notify the Planning Department that the following documents shall be shortly, or have been, submitted to the Office of the County Counsel for review and approval, and (b) the land divider shall submit to the Office of the County Counsel the following documents:

1. A cover letter identifying the project for which approval is sought referencing the Planning Department case number (a copy of this cover letter may be sent to the Planning Department to serve as notification) and identifying one individual to represent the land divider if there are any questions concerning the review of the submitted documents; and

2. One (1) copy AND one (1) original, wet signed, notarized and ready for recordation declaration of covenants, conditions and restrictions; attached to these documents there shall be included a legal description of the property included within the covenants, conditions and restrictions and a scaled map or diagram of such boundaries, both signed and stamped by a California registered civil engineer or licensed land surveyor; and

3. A sample document conveying title to the purchaser of an individual lot or unit which provides that the declaration of covenants, conditions and restrictions is incorporated therein by reference; and,

4. A deposit equaling three (3) hours of the of the current hourly fee for Review of Covenants, Conditions and

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 31

MAP - CC&R RES CSA COM. AREA (cont.)

RECOMMND

Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted to the Office of the County Counsel review and approval.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide for the establishment of a property owners' association comprised of the owners of each individual lot or unit as tenants in common, and c) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall, if dormant, be activated, by incorporation or otherwise, at the request of the County of Riverside, and the property owner's association shall unconditionally accept from the County of Riverside, upon the County's demand, title to all or any part of the 'common area', more particularly described on Exhibit '___', attached hereto. The decision to require activation of the property owners' association and the decision to require that the association unconditionally accept title to the 'common area' shall be at the sole discretion of the County of Riverside.

In the event that the 'common area', or any part thereof, is conveyed to the property owners' association, the association, thereafter, shall own such 'common area', shall manage and continuously maintain such 'common area', and shall not sell or transfer such 'common area', or any part thereof, absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. The property owners' association shall have the right to assess the owner of each individual lot or unit for the reasonable cost of maintaining such 'common area', and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This Declaration shall not be terminated,

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50.PLANNING. 31 MAP - CC&R RES CSA COM. AREA (cont.) (cont.) RECOMMND

'substantially' amended, or property deannexed therefrom absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage or maintenance of the 'common area' established pursuant to the Declaration.

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control."

Once approved, the copy and the original declaration of covenants, conditions and restrictions shall be forwarded by the Office of the County Counsel to the Planning Department. The Planning Department will retain the one copy for the case file, and forward the wet signed and notarized original declaration of covenants, conditions and restrictions to the County Transportation Department - Survey Division - for safe keeping until the final map is ready for recordation. The County Transportation Department - Survey Division - shall record the original declaration of covenants, conditions and restrictions in conjunction with the recordation of the final map.

50.PLANNING. 35 MAP - ECS NOTE (CULTURAL) RECOMMND

Prior to final map approval the developer/ permit applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate the presence of environmentally constrained area(s) and the requirement for avoidance of CA-RIV-4661 and P-33-23915.

TRANS DEPARTMENT

50.TRANS. 1 MAP - TS/DESIGN RECOMMND

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

None

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50. PRIOR TO MAP RECORDATION

50.TRANS. 2 MAP - TS/GEOMETRICS RECOMMND

The intersection of "B" Street (NS) at Calistoga Drive (EW) shall be improved to provide a modern roundabout designed in accordance with federal and state design standards. As an alternative, a traditional intersection may be used in-lieu of a modern roundabout. All other project intersections with Calistoga Drive shall provide 3-way/4-way traditional intersection improvements with cross street stop control.

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

50.TRANS. 3 MAP - EASEMENT/SUR RECOMMND

Any easement not owned by a public utility, public entity or subsidiary, not relocated or eliminated prior to final map approval, shall be delineated on the final map in addition to having the name of the easement holder, and the nature of their interests, shown on the map.

50.TRANS. 4 MAP - ACCESS RESTRICTION/SUR RECOMMND

Lot access shall be restricted on Calistoga Drive and so noted on the final map.

50.TRANS. 5 MAP - STREET NAME SIGN RECOMMND

The land divider shall install street name sign(s) in accordance with County Standard No. 816 as directed by the Transportation Department.

50.TRANS. 6 MAP - SOILS 2 RECOMMND

The developer/owner shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

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50. PRIOR TO MAP RECORDATION

50.TRANS. 7 MAP - CORNER CUT-BACK I/SUR RECOMMND

All corner cutbacks shall be applied per Standard 805, Ordinance 461.

50.TRANS. 8 MAP - LIGHTING PLAN RECOMMND

A separate streetlight plan is required for this project. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

NOTE: Streetlights from STA. 10 to 14 and STA. 38 to 43 on Calistoga Drive shall be spaced such that a 150-foot buffer is provided on either side of the wildlife crossings. Additionally, the streetlights along Calistoga Drive shall be installed with light shielding to prevent lighting areas outside the public road right-of-way.

50.TRANS. 9 MAP - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to map recordation, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an applicaton for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated and/or any other maintenance district approved by the Transportation Department. Said annexation should include the following:

- (1) Landscaping along Calistoga Drive.
- (2) Streetlights.
- (3) Graffiti abatement of walls and other permanent structures.
- (4) Street sweeping.

For street lighting, the project proponent shall contact the County Service Area (CSA) Project Manager who determines whether the development is within an existing CSA or will require annexation into the CSA.

If the project is outside boundaries of a CSA, the project

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50. PRIOR TO MAP RECORDATION

50.TRANS. 9 MAP - ANNEX L&LMD/OTHER DIST (cont.) RECOMMND

proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.
- (4) "Streetlight Authorization" form from SCE, IID or other electric provider.

50.TRANS. 10 MAP - UTILITY PLAN RECOMMND

Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by the utility company shall be submitted to the Transportation Department for verification purposes.

50.TRANS. 11 MAP - LANDSCAPING RECOMMND

The project proponent shall comply in accordance with landscaping requirements within public road rights-of-way (or within easements adjacent to the public rights-of-way), in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859.

Landscaping shall be improved within Calistoga Drive.

Landscaping plans shall be submitted on standard County plan sheet format (24" X 36"). Landscaping plans shall be submitted with the street improvement plans. If landscaping maintenance (and/or trails) is to be annexed to a County Service Area, or Landscaping and Lighting Maintenance

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50.TRANS. 11 MAP - LANDSCAPING (cont.) RECOMMND

District, landscaping plans shall depict ONLY such landscaping, irrigation and related facilities as are to be placed within the public road rights-of-way.

50.TRANS. 12 MAP - INTERSECTION/50' TANGENT RECOMMND

All centerline intersections shall be at 90 degrees, plus or minus 5 degrees, with a minimum 50' tangent, measured from flowline/curbface or as approved by the Transportation Planning and Development Review Division Engineer.

50.TRANS. 13 MAP - IMP PLANS RECOMMND

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County.

NOTE: Before you prepare the street improvement plan(s), please review the Street Improvement Plan Policies and Guidelines from the Transportation Department Web site: <http://rctlma.org/trans/General-Information/Pamphlets-Brochures>

50.TRANS. 14 MAP - CONSTRUCT RAMP RECOMMND

Ramps shall be constructed at 4-way intersections and "T" intersections per Draft Standard No. 403, sheets 1 through 7 of Ordinance 461.

50.TRANS. 15 MAP - SIGNING & STRIPING PLAN RECOMMND

A signing and striping plan is required for this project. The applicant shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

NOTE: The project proponent shall provide centerline striping and install RPMs on Calistoga Drive between Murrieta Hot Springs Road and the project easterly boundary.

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50.TRANS. 16

MAP - DEDICATIONS

RECOMMND

Calistoga Drive from westerly project boundary to proposed Round-A-Bout (from Sta. 10+00 to Sta. 32+50) is designated COLLECTOR ROAD and shall be improved with 44' full-width AC pavement, 6" concrete curb & gutter, and 5' sidewalk (both sides), match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determined by the Director of Transportation within the 74' full-width dedicated right-of-way in accordance with County Standard No. 103, Section "A", Ordinance 461. (44'/74')

NOTE: A 5' sidewalk (both sides) shall be constructed 7' from the curb line within the 15' parkway.

Calistoga Drive from the easterly curb return of proposed Round-A-Bout to Sta. 43+50) is designated LOCAL ROAD and shall be improved with 32' full-width AC pavement, 6" concrete curb & gutter, and 6' sidewalk (on one side) within the 60' full-width dedicated right-of-way in accordance with County Standard No. 105, Section "C", Ordinance 461. (32'/60') (Modified for reduced AC improvement from 40' to 32' and sidewalk on one side.)

NOTE: 1. The design of Calistoga Drive shall also be approved by the Metropolitan Water District of Southern California (MWD) as it will have the road cross over their pipelines. In a letter dated 11/29/2012, it states fill in excess of 5-feet will require protective slabs to distribute the load away from the pipelines.

2. A 6' sidewalk (on one side) shall be constructed adjacent to the curb line within the 14' parkway.
3. The 14' parkway shall be graded as directed by the Director of Transportation.
4. A concrete "V" ditch drainage channel (from Sta. 39+00 to Sta. 43+50) shall be constructed as directed by the Director of Transportation.

Calistoga Drive from Sta. 43+50 to Sta. 45+75 is designated LOCAL ROAD and shall be improved with 32' to 64' full-width AC pavement, 6" concrete curb & gutter, and 6' sidewalk (on one side), match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determined by the Director of Transportation within the 88'

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50. PRIOR TO MAP RECORDATION

50.TRANS. 16

MAP - DEDICATIONS (cont.)

RECOMMND

full-width dedicated right-of-way in accordance with County Standard No. 105, Section "C", Ordinance 461. (32'-64'/88') (Modified for reduced AC improvement from 40' to 32' and sidewalk on one side.)

NOTE: 1. A 6' sidewalk (on one side) shall be constructed adjacent to the curb line within the parkway.

2. Construct transition acceleration and deceleration AC pavement as directed by the Director of Transportation.

Street "A" is designated LOCAL ROAD and shall be improved with 36'-88' full-width AC pavement, 6" concrete curb & gutter, and 5' sidewalk within the 56' to 108' full-width dedicated right-of-way in accordance with County Standard No. 105, Section "A", Ordinance 461. (36'-88' AC pavement/56'-108') (Modified for increased improvement from 36' to 36'-88' AC pavement and increased right-of-way from 56' to 56'-108'.)

NOTE: A 5' sidewalk (both sides) shall be constructed adjacent to the right-of-way line within the 10' parkway.

Street "B" is designated LOCAL ROAD and shall be improved with 36'-56' full-width AC pavement, 6" concrete curb & gutter, and 5' sidewalk within the 56' to 70' full-width dedicated right-of-way in accordance with County Standard No. 105, Section "A", Ordinance 461. (36'-56' AC pavement/56'-70') (Modified for increased improvement from 36' to 36'-56' AC pavement and increased right-of-way from 56' to 56'-70'.)

NOTE: A 5' sidewalk (both sides) shall be constructed adjacent to the right-of-way line within the 10' parkway.

All other interior streets are designated LOCAL ROAD and shall be improved with 36' full-width AC pavement, 6" concrete curb & gutter, and 5' sidewalks within the 56' full-width dedicated right-of-way in accordance with County Standard No. 105, Section "A", Ordinance 461. (36'/56')

NOTE: 1. A 5' sidewalk (both sides) shall be constructed adjacent to the right-of-way line within the 10'

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50. PRIOR TO MAP RECORDATION

50.TRANS. 16 MAP - DEDICATIONS (cont.) (cont.) RECOMMND

parkway.

2. A Knuckle shall be designed and constructed as directed by the Director of Transportation.

50.TRANS. 17 MAP - R-O-W DEDICATION RECOMMND

Sufficient public street right-of-way along Leon Road shall be conveyed for public use to provide for a 100 foot full-width right-of-way per County Standard No. 94, Ordinance 461.

50.TRANS. 18 MAP - SUBMIT PLANS RECOMMND

A copy of the project specific WQMP, improvement plans, grading plans, final map, Environmental Constraint Sheet, BMP improvement plans, and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the Transportation Department for review and approval. All submittals shall be date stamped by the engineer.

50.TRANS. 19 MAP - WQMP MAINT DETERMINATION RECOMMND

The project proponent shall contact the Transportation Department to determine the appropriate entity that will maintain the BMPs identified in the project specific WQMP. This determination shall be documented in the project specific WQMP.

50.TRANS. 20 MAP - LC LNDS CP COMMON AREA MA RECOMMND

Prior to map recordation, the developer/permit holder shall submit Covenants, Conditions, and Restrictions (CC&R) to the Riverside County Counsel for review along with the required fees set forth by the Riverside County Fee Schedule.

For purposes of landscaping and maintenance, the following minimum elements shall be incorporated into the CC&R's:

- 1) Permanent public, quasi-public or private maintenance organization shall be established for proper management of the water efficient landscape and irrigation systems. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will

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50.TRANS. 20

MAP - LC LNDSCP COMMON AREA MA (cont.)

RECOMMND

occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the County of Riverside Guide to California Friendly Landscaping.

2) The CC&R's shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).

3) The common maintenance areas shall include all those identified on the approved landscape maintenance exhibit.

The Transportation Department, Landscape Section shall clear this condition once a copy of the County Counsel approved CC&R's has been submitted to the Transportation Department, Landscape Section.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1

MAP - NPDES/SWPPP

RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at www.swrcb.ca.gov .

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 2 MAP - GRADING SECURITY

RECOMMND

Grading in excess of 199 cubic yards will require a performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 3 MAP - IMPORT/EXPORT

RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety Department.

A separate stockpile permit is required for the import site. It shall be authorized in conjunction with an approved construction project and shall comply with the requirements of Ordinance 457.

If an Environmental Assessment, prior to issuing a grading permit, did not previously approve either location, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the Building and Safety Department Director for approval.

Additionally, if the movement of import / export occurs using county roads, review and approval of the haul routes by the Transportation Department may be required.

60.BS GRADE. 4 MAP - GEOTECH/SOILS RPTS

RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.* *The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

60.BS GRADE. 5 MAP - SLOPE STABIL'TY ANLY

RECOMMND

A slope stability report shall be submitted and approved by the County Geologist and/or Building and Safety Engineer for all proposed cut or fill slopes over 30 feet in

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60.BS GRADE. 5 MAP - SLOPE STABIL'TY ANLY (cont.) RECOMMND

vertical height or cut slopes steeper than 2:1 (horizontal to vertical) - unless addressed in a previous report. Fill slopes shall not be steeper than 2:1 (horizontal to vertical).

60.BS GRADE. 6 MAP - DRNAGE DESIGN Q100 RECOMMND

All drainage facilities shall be designed in accordance with the Riverside County Flood Control & Water District's or Coachella Valley Water District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

60.BS GRADE. 7 MAP - OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

60.BS GRADE. 8 MAP - NOTRD OFFSITE LTR RECOMMND

A notarized letter of permission from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.

60.BS GRADE. 9 MAP - RECORDED ESMT REQ'D RECOMMND

In instances where the grading plan proposes drainage facilities on adjacent offsite property, the owner/applicant shall provide a copy of the recorded drainage easement.

60.BS GRADE. 10 MAP - LOT TO LOT DRN ESMT RECOMMND

A recorded easement is required for lot to lot drainage. The applicant/developer shall provide evidence that a mechanism of maintenance for the lot to lot drainage easement has been obtained.

60.BS GRADE. 11 MAP - APPROVED WQMP RECOMMND

Prior to the issuance of a grading permit, the owner / applicant shall submit to the Building & Safety Department

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60.BS GRADE. 11 MAP - APPROVED WQMP (cont.) RECOMMND

Engineering Division evidence that the project - specific Water Quality Management Plan (WQMP) has been approved by the Riverside County Flood Control District or Riverside County Transportation Department and that all approved water quality treatment control BMPs have been included on the grading plan.

60.BS GRADE. 13 MAP - PRE-CONSTRUCTION MTG RECOMMND

Upon receiving grading plan approval and prior to the issuance of a grading permit, the applicant is required to schedule a pre-construction meeting with the Building and Safety Department Environmental Compliance Division.

60.BS GRADE. 14 MAP- BMP CONST NPDES PERMIT RECOMMND

Prior to the issuance of a grading permit, the owner / applicant shall obtain a BMP (Best Management Practices) Permit for the monitoring of the erosion and sediment control BMPs for the site. The Department of Building and Safety will conduct NPDES (National Pollutant Discharge Elimination System) inspections of the site based on Risk Level to verify compliance with the Construction General Permit, Stormwater ordinances and regulations until completion of the construction activities, permanent stabilization of the site and permit final.

60.BS GRADE. 15 MAP - SWPPP REVIEW RECOMMND

Grading and construction sites of "ONE" acre or larger required to develop a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) - the owner/applicant shall submit the SWPPP to the Building and Safety Department Environmental Compliance Division for review and approval prior to issuance of a grading permit.

60.BS GRADE. 16 MAP - 1' CONCRETE STRIP RECOMMND

Tentative Tract Map No. 36546 proposes sideyard easements creating a zero lot line configuration. In order to mitigate potential drainage and structural issues to the residential structure, the following is required.

Prior to issuance of a grading permit, the applicant/ developer shall provide a one foot minimum concrete strip along the entire sideyard foundation wall located behind

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60.BS GRADE. 16 MAP - 1' CONCRETE STRIP (cont.) RECOMMND

the sideyard cross fencing. The one foot concrete strip may be required to extend the entire length of the sideyard foundation when determined by the plan checker during the grading plan review process.

EPD DEPARTMENT

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR RECOMMND

Pursuant to Objective 6 and Objective 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. Occupation of this species on the project site may result in the need to revise grading plans so that take of "active" nests is avoided or alternatively, a grading permit may be issued once the species has been actively relocated.

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

60.EPD. 3 - LIGHTING PLAN RECOMMND

Prior to the issuance of a grading permit the applicant shall submit a copy of the street lighting plan to the Riverside County Planning Department, Environmental Programs Division (EPD). All street lights along Calistoga Drive between Sta.10 and Sta.14, or between Sta.38 and Sta. 43 (adjacent to the conservation area) shall be shielded to prevent light from encroaching into the conservation area. Additionally, there shall be no street lights within 150' of the two wildlife crossing located within the above referenced stretches of Calistoga Drive. This condition

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60.EPD. 3 - LIGHTING PLAN (cont.) RECOMMND

shall ensure compliance with section 6.1.4 (Urban-Wildlands Interface Guidelines) of the MSHCP and was established in direct negotiations with the County of Riverside, the Western Riverside County Regional Conservation Authority (RCA), and the Wildlife Agencies.

60.EPD. 4 - STREET IMPROV PLN RECOMMND

Prior to the issuance of a grading permit the applicant shall submit a copy of the street improvement plan to the Riverside County Planning Department, Environmental Programs Division (EPD). Culverts under Calistoga Drive intended to function as wildlife undercrossings at approximately Sta. 13+28 and Sta.38+55 will be 4 feet wide by 3 feet high with a soft bottom. The culverts will also include at least one 60 pipe secured inside the 4x3 culverts. The 60 pipe will provide a more protected crossing for small wildlife which may be discouraged by larger predators from moving through the large open culvert. For examples, please see figures 48 and 54 of the Wildlife Crossing Structure Handbook Design and Evaluation in North America prepared by Anthony P. Clevenger and Marcel P. Huijser and dated March 2011.

60.EPD. 5 - FENCING PLAN RECOMMND

Prior to the issuance of a grading permit, the applicant shall submit a final fencing plan. Wildlife directive fencing (chain link) will be installed along the top and toes of slopes on Calistoga Drive per Fencing, Wall and Signage Plan dated November 24, 2014. The fence installation shall be inspected by the Riverside County Planning Department, Environmental Programs Division (EPD) prior to building permit finalization.

60.EPD. 6 - RCA ACCESS RECOMMND

Prior to the issuance of a grading permit the applicant shall provide documentation to the Riverside County Planning Department, Environmental Programs Division (EPD), that a minimum of two gated vehicular access points will be provided to the Conservation Area north and south of the project. The Western Riverside County Regional Conservation Authority (RCA) must agree to the design and location of both access points, as well as the legal mechanism preserving their rights of access. This

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60.EPD. 6 - RCA ACCESS (cont.) RECOMMND

condition shall not be cleared until the RCA has confirmed that they have reviewed and approved the proposed access plans.

60.EPD. 7 - GRADING PLN CHECK RECOMMND

Prior to the issuance of a grading permit the Riverside County Planning Department, Environmental Programs Division (EPD) shall review the grading plan. The areas mapped as "MSHCP Conservation Area" on the exhibit labeled TR36546 Amd No. 2 and dated 6/18/14, shall be delineated on the grading plan as Habitat Avoidance Area. The grading plan shall also include the following notes.

"Temporary fencing shall be maintained around the Habitat Avoidance Area during all grading and building activities."

"No disturbances shall occur within the Habitat Avoidance Area. The Habitat Avoidance Area shall not be used for the purposes of construction staging, equipment storage "

FIRE DEPARTMENT

60.FIRE. 1 MAP-#004 FUEL MODIFICATION INEFFECT

Prior to the issuance of a grading permit, the developer shall prepare and submit to the fire department for approval a fire protection/vegetation management that should include but not limited to the following items:

- a) fuel modification to reduce fire loading
- b) appropriate fire breaks according to fuel load, slope and terrain.
- c) non flammable walls along common boundaries between rear yards and open space.
- d) emergency vehicle access into open space areas shall be provided at intervals not to exceed 1500 feet
- e) a homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within open space areas.

ANY HABITAT CONSERVATION ISSUE AFFECTING THE FIRE DEPARTMENT FUEL MODIFICATION REQUIREMENT, SHALL HAVE CONCURRENCE WITH THE RESPONBILE WILDLIFE AND/OR OTHER

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60.FIRE. 1 MAP-#004 FUEL MODIFICATION (cont.) INEFFECT
CONSERVATION AGENCY.

FLOOD RI DEPARTMENT

60.FLOOD RI. 3 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

60.FLOOD RI. 4 MAP EROS CNTRL AFTER RGH GRAD RECOMMND

Temporary erosion control measures shall be implemented immediately following rough grading to prevent deposition of debris onto downstream properties or drainage facilities. Plans showing these measures shall be submitted to the District for review.

60.FLOOD RI. 5 MAP OFFSITE EASE OR REDESIGN RECOMMND

Offsite drainage facilities shall be located within either the public road right-of-way or dedicated drainage easement(s) obtained from the affected property owner(s). Document(s) shall be recorded and a copy submitted to the District prior to recordation of the final map. If the developer cannot obtain such rights, the map should be redesigned to eliminate the need for the easement.

60.FLOOD RI. 7 MAP PHASING RECOMMND

If the tract is built in phases, each phase shall be protected from the 1 in 100 year tributary storm flows.

60.FLOOD RI. 8 MAP ADP FEES RECOMMND

Tract Map 36546 is located within the limits of the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan for which drainage fees have been adopted.

Drainage fees shall be paid with cashier's check or money

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60.FLOOD RI. 8 MAP ADP FEES (cont.)

RECOMMND

order only to the District at the time of the issuance of grading permits for the approved parcels or at the time of issuance of building permits if no grading permits are issued for the parcels and may be paid, at the option of the land owner, in pro rata amounts. The amount of the drainage fee required to be paid shall be the amount that is in effect for the particular Area Drainage Plan at the time of issuance of the grading permits or issuance of the building permits if grading permits are not issued.

PLANNING DEPARTMENT

60.PLANNING. 1 MAP - PALEO PRIMP & MONITOR

RECOMMND

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

PRIOR TO ISSUANCE OF GRADING PERMITS:

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

2.The project paleontologist retained shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit.

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

1.Description of the proposed site and planned grading operations.

2.Description of the level of monitoring required for all earth-moving activities in the project area.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 1

MAP - PALEO PRIMP & MONITOR (cont.)

RECOMMND

3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
8. Procedures and protocol for collecting and processing of samples and specimens.
9. Fossil identification and curation procedures to be employed.
10. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
11. All pertinent exhibits, maps and references.
12. Procedures for reporting of findings.
13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.